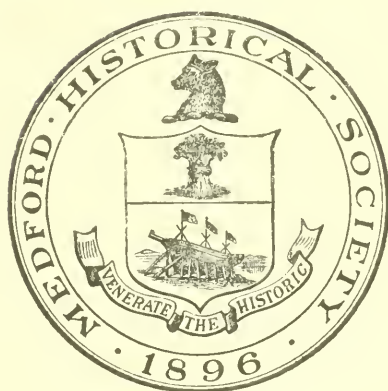
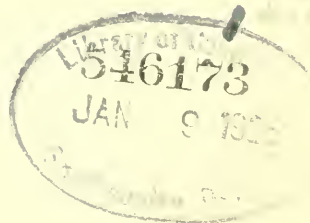


THE
MEDFORD HISTORICAL
REGISTER

VOL. XXVII, 1924



PUBLISHED BY THE
MEDFORD HISTORICAL SOCIETY
MEDFORD, MASS.



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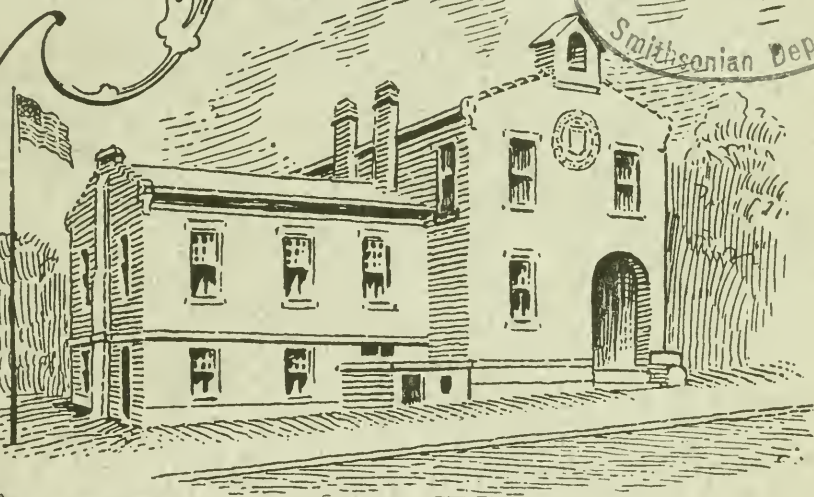
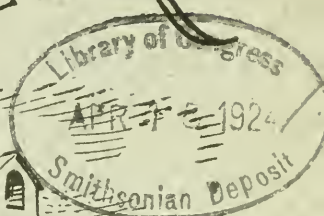
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March, 1924

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MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

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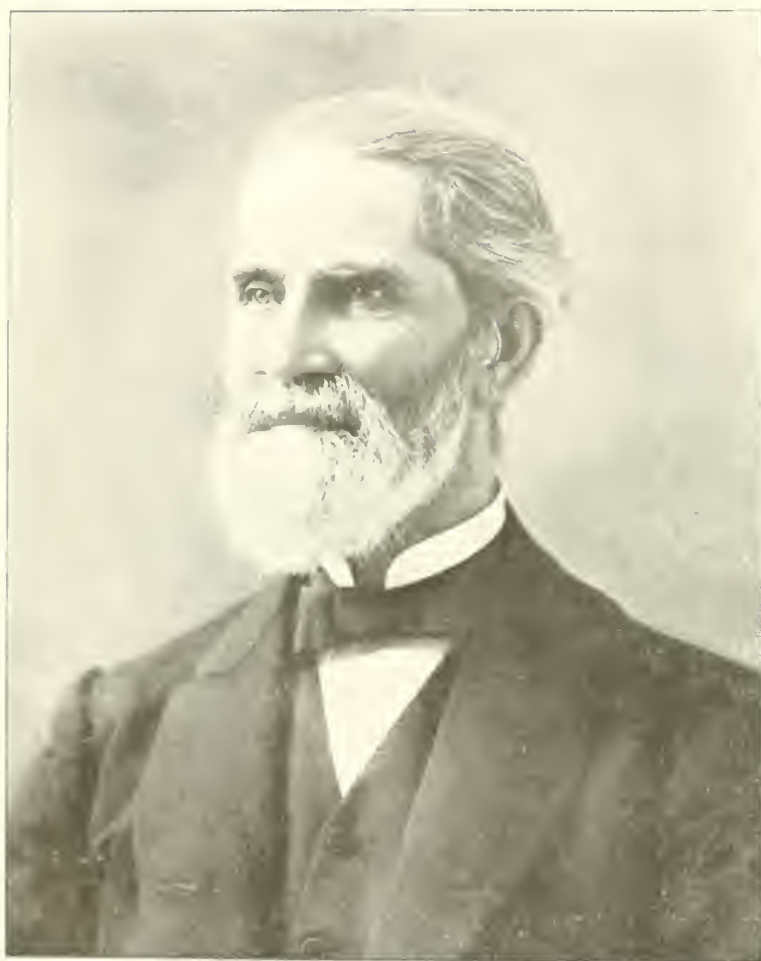
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Advertising Manager, Miss E. R. ORNE.

FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in
the city of Medford, Mass., the sum of _____ Dollars for
the general use and purposes of said Society.

(Signed) _____



CHARLES CUMMINGS

He taught the High School from December 11, 1866, to June 30, 1876.

The Medford Historical Register.

VOL. XXVII.

MARCH, 1924.

No. 1.

MYSTIC CAMERA CLUB.

I HAVE enjoyed the greatest pleasure the past few days in going over the records of the Mystic Camera Club. It was like living again those days of camera activities in which I had an active part during the many years of its successes. It was the leader in all of the clubs in New England for years. The work of its members ranked high in quality, and many awards came to them in contest and exhibitions throughout New England and the Middle West.

On June 4, 1889, a group of "camera fiends" met at the home of George L. Stone on Ashland street, with a view to forming an organization. Among those present were George E. Davenport, E. E. Sweeney, J. H. Wheeler, J. F. Johnson, Charles D. Tucker and George L. Stone of Medford, and Henry S. Fisher and E. L. Jenkins of Everett.

The officers elected were: President, George L. Stone; Vice-President, George E. Davenport; Secretary and Treasurer, J. F. Johnson.

On May 6, 1890, they adopted a "Constitution Governing the Mystic Camera Club."

For some time the club met at the homes of the members, and then occupied the Legion of Honor Hall. Later they met in Odd Fellows Hall. They had quarters in the Riverside block on Main street, adjoining the Medford Art Club, until July 7, 1896, when they moved to the Pierce block, West Medford.

February 1, 1898, they moved to the ell of the Medford Historical building, corner of Salem and Ashland streets, where they remained until the property was sold and vacated by the society.

The Club was incorporated March 17, 1891, the incorporators being: J. H. Wheeler, J. F. Wade, A. E. Boardman, Will C. Eddy, B. D. B. Bourne, E. H. Balcom, C. D. Tucker, George L. Stone, George E. Davenport, E. E. Sweeney.

Outings were arranged to points of historic and picturesque places and largely attended. Local ground was not neglected by the members, and many photographs of Medford's historical points were made and used for illustrations and lantern slides.

Every year the club furnished a set of slides for the New England Lantern Slide Exchange, and for a number of years sent a set of photographs to its various clubs.

Two sets of slides furnished by the club made it famous. "Paul Revere and his Midnight Ride" was given its initial showing in the Medford town hall to an audience that taxed its capacity. By special request it was also given in the high school before the students. It was also given before the Massachusetts Charitable Mechanics Association and many other societies.

Another set was the "New England Poets," which was a credit to the members in their individual work and to the club itself.

Mr. J. Henry Norcross was elected the first honorary member (May 3, 1892) for his many courtesies.

It would not be advisable to occupy space with the personnel of the club (which is possible) but it had members from Greater Boston who were foremost among the amateurs.

Although not active now, there is a group of the members who still hold the organization. Commercial developing and printing had its share in putting the camera clubs out of existence. The present officers (hold-overs) are: President, John F. Wade; Vice-President, L. E. Shattuck (deceased); Secretary, Everett Scammon; Treasurer, Charles A. Clark; Executive Committee, J. F. W. Ames, E. B. Dennison, Will C. Eddy.

Arrangements are being made (1923) for a reunion of

all the members and past members that it is possible to reach through the mails.

Not dead nor gone before, but such, in brief, is the record of one of Medford's organizations that was famous during its activities and one that the city may well be proud of. While it has ceased to function, its memories will ever remain with all who were associated together in a work that was agreeable and interesting. Would that more organizations could leave behind them so much that was worth while to the community in which they exist.

WILL C. EDDY.

EDITORIAL COMMENT.

In our Vol. III, No. 1, may be found "The Development of the Public School in Medford," prepared by Superintendent Charles H. Morss. Thus early in its time did the Historical Society deal with this essential part of Medford history, Mr. Morss making careful search of records. His work fills forty-one pages, the clearest historical statement we have of our schools as a whole.

A few years earlier, and before the Historical Society's forming, the graduates of the High School formed an association and held reunions which were of great interest.

In 1892 a brochure was issued, entitled

HISTORY OF THE MEDFORD HIGH SCHOOL
by Charles Cummings.

From Press of Samuel Usher of Boston.

Certainly no one was better qualified for this than he who had been its principal for thirty years.

Ten of its closing pages give the names of graduates from 1847 to 1892, but are preceded thus,

No list of graduates prior to 1847 has been preserved.

Space forbids their reproduction here, but those pages are an interesting study. In 1852 and 1859 no class

was graduated, and in 1858 and 1863 but three in each, the latter girls, and during the Civil War but six boys. The forty-three graduating classes totaled six hundred and twenty-two, the largest number being thirty-one in 1888.

The first name on the list (in 1847) is Samuel C. Lawrence, and in 1848 is John H. Hooper. Each, in his own way, a worthy and honored citizen of Medford the rest of his life. The one was the first mayor of the city and a public benefactor; the other a capable moderator and town officer, second president of our Historical Society, and painstaking and careful historian. That in the all too brief space of eighty-four pages allotted him he could tell so much of Medford history proves him such; while his abstract of Medford land titles (now in the society's library), with his contributions to the REGISTER's pages are sources of information certainly reliable.

Fortunately, the electrotype plates of Mr. Cummings' work were preserved, and now, after thirty-two years, in our columns, to our readers,

“He being dead yet speaketh.”

It is a pleasure to hear, also, though briefly, from the living, from one of the teaching staff of the High School of today. We quote the following from *Zion's Herald* of last June, a paper whose clientage is all New England—and more:—

A MESSAGE FROM A FRIEND.

For you the college doors swing open wide;
Begin your quest for Truth with open mind;
With courage high and purpose true and fine,
Cease not, while life is yours, to seek
To “know yourself,” your “neighbor” and your God.

No matter if you never gain the goal!
'Tis what you do while striving on the way
That makes your growth of character and soul
The real objective in this world today.

—Hila Helen Small.

NOTE.—The picture of Mr. Charles Cummings in this work is a reproduction of an original photograph.

The electrotypes from which are printed the “Primer Title-page” and the “High Schoolhouse of 1866” are loaned to the Association by the heirs of our late fellow-member, Hon. James M. Usher.

The article “History of the Medford High School” is also reprinted from plates made in 1892.

HISTORY OF THE MEDFORD HIGH SCHOOL.

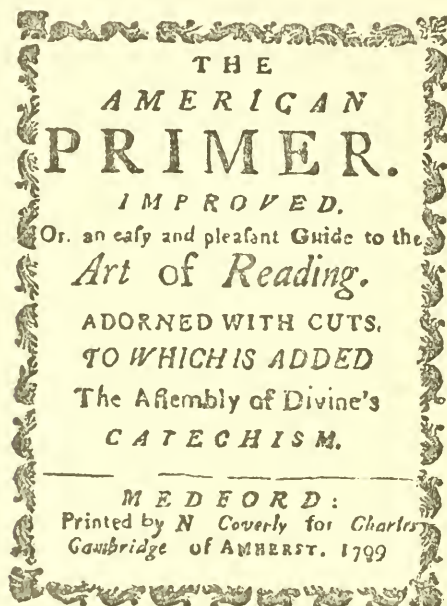
Early School History.

FOR the first century and a half of Medford’s municipal existence almost nothing was done for the free public education of her children. Those parents who could afford the expense patronized schools, public or private, in other towns. But the facilities for a respectable education were everywhere limited. The few textbooks in use were ill-adapted to accomplish the desired object, and when scholars of a high order are said to have existed in those days, it must be borne in mind that those scholars obtained their reputation in the seventeenth and eighteenth centuries and not in the nineteenth. Ripe scholarship, if then found, was certainly not the outcome of the *public* school. How could it be, when the Speller and Psalter constituted the complete library of those who had not reached their teens? Those books were often thumbed by intelligent children till committed to memory entire, yet there was nothing higher, except the Bible, for them, however aspiring, to anticipate. To be sure, some other books were published, but they had a limited circulation, and were often no improvement.

To show the style of those productions, a facsimile of the title-page and a brief description of one is here inserted. “From one learn all.”

In size that booklet measures three and one-fourth by three inches, with a thickness less than three eighths of an inch, including its thick covers. Surely its author planned for a “rapid transit” from the vale of ignorance to the heights of knowledge!

The diminutive thing commenced with the alphabet and proceeded with words for spelling, arranged according to the number of their syllables, from one to five or six. Then came several pieces of poetry, not of the most attractive



type, and, last of all, the above-named catechism. It had wooden covers like all other schoolbooks of that day. And its *cuts*! They must be seen to be appreciated, since nothing can be found in modern pictorials to compare them with. A forest seen through a fog would aptly symbolize their distinctness of outline.

Though that work emanated from a Medford printing-press, it is hoped that Medford schools had something better for teaching the "art of reading" and spelling.

With the dawn of the nineteenth century came also the dawn of wiser methods of educating. It was but a dawn, however, and the day came tardily on.

Before 1807 Medford had maintained but one public free school, and that was generally kept but a small fraction of

the year. Admission to it was denied children under seven years of age. The presence of girls had been allowed in it since 1776, but, till 1790, only for two hours each day after the dismissal of the boys. At the latter date the town voted them the privilege of attending the "master-school" during three summer months. The "master-school," so called, seems to have been kept through the year, while the primary schools, which were probably established after 1807, did not become annuals till 1837.

The Awakening.

It was in the fourth decade of this century that, according to Usher's History of Medford, "a wave of unusual interest in educational matters was passing over many of the States and attained its greatest height in Massachusetts. In 1830 the American Institute of Instruction was organized, which, though national in name and object, was largely composed of Massachusetts men. It aimed at reform and progress, and proved itself most efficient in accomplishing its exalted purpose. A royal impulse was imparted to the educational machinery of our State, which from that time began to work with wonderful activity. Favoring laws were enacted; a State Board of Education was established; normal schools sprang into existence, and the public schools of the State soon began to assume the form and features they wear at the present day."

Upon the crest of that "wave" were such men as Rev. Charles Brooks, a native of Medford, and at that time a pastor in Hingham; Hon. Horace Mann, the first secretary of the Massachusetts Board of Education; and Rev. Francis Wayland, D.D., president of Brown University. The light emanating from such luminaries was as inextinguishable as the solar rays. In some localities, as welcome as the sun in haying time, it struck into and dissipated darkness that was almost solid. In others the curtains were closely drawn against it and remained so for many years.

Effect in Medford.

Some of Medford's influential citizens hailed those rays with delight. Among those, and foremost, were the Rev.

Caleb Stetson, pastor of the Unitarian Church, a man of wit, tact, enthusiasm, and ripe scholarship; and Deacon Galen James, the builder of more than threescore ships, a man renowned for benevolence, energy, perseverance, and practical common-sense. These men (and doubtless others as well), being convinced that those youth who hungered for education beyond the mere rudiments ought not to be banished from the parental hearth to obtain it, boldly declared their convictions in private circles and in the public business meetings of the town.

At the March meeting in 1834 they secured a vote "That the School Committee be directed so to arrange the town schools that the girls shall enjoy equal privileges therein with the boys through the year."

Careful research has failed to reveal the nature of those "privileges" denied to the girls, the removal of which the town then and there resolved upon. One now living, who was then a teacher in town, does not, at this late day, recall any occasion for the vote; yet doubtless the occasion existed, or the vote would not have been passed.

It is not certain that anything was done that year by way of executing the citizens' recorded wish. Probably there was not, and hence the agitation was renewed at the next annual meeting in March (1835), and, as additional light had been received, a much higher claim than that of the preceding year was advanced.

Fruitage.

The discussion then held resulted in the appointment of a special committee, consisting of Caleb Stetson, Galen James, Nathan Adams, Robert L. Ells, and Milton James, "to inquire into the different and best methods of conducting public schools: to report what improvements, what number and kind of schools are necessary in this town to qualify *every* scholar, who desires, for the active duties of life; also, to report upon the duty of the School Committee, the teachers, and the scholars."

That Committee, constituted of liberal, shrewd, and persistent men, took the matter promptly in hand, digested it

thoroughly, and at the April meeting submitted their report in print. It is presumed that a copy of that report was sent to every voter in town, that they might be able to act intelligently and promptly when the time for voting should come, and it is a matter for regret that no one of those copies is now accessible, since it would unquestionably throw much light upon the educational facilities then existing in this town and elsewhere.

Their report was adopted, and to the \$1,500 previously appropriated for school purposes \$500 were then added. And that the plan might be judiciously executed, the School Board, which up to that date had been composed of but three members, and then consisted of Galen James, Horatio A. Smith, and Milton James, was increased to seven by adding Caleb Stetson, John C. Magoun, James Wellington, and John P. Clisby.

Thus the establishment of the High School was assured, and one month later, or about the middle of May, 1835, the machine was put in operation.

Opposition.

But the labor of those philanthropists was not to end there. Their scheme had prevailed against stubborn opposition, felt and expressed at every corner, and this must be still fought by tooth and nail. The improvement was an innovation and many were not easily convinced of its utility. The new teacher was to receive a salary of \$700, and to the minds of some, who were more devoted to Mammon than to their offspring, or, if they had no children, cared not a straw for other people's, these were seven hundred solid golden arguments against the institution.

At that time there were at least two high schools in the State for the coëducation of the sexes. Boston, the only city in the Commonwealth, and the accredited pioneer in educational improvements, had its Latin and English High Schools to qualify its boys for college and for the more responsible positions in metropolitan business life; but it had nothing of the kind for girls. The grammar school was thought good enough for them!

Plymouth, the first town settled in New England by Europeans, appreciating the intelligence of its founders, and ambitious to preserve its prestige, established a free school in 1672 (antedating Medford's first by nearly a half-century) and a high school in 1826, which was taught by a graduate of Harvard College.

A part of Chelmsford became Lowell in 1825. Within four years of its incorporation and seven years before it became a city with the requisite 12,000 inhabitants, that thriving village had a high school for boys and girls; but its organization was largely due to the irresistible arguments of one man, a young clergyman, possessed of indomitable courage to fight for his cause against the violent opposition of his wealthiest parishioners.

Whether these schools had or had not existed long enough to have realized the ideal of Medford's High School advocates, their very being must surely have afforded a strong backing for the arguments used.

The above-named opposition did not die out for a dozen years or more after the school was established, and, while it could not kill, it essentially crippled.

The school guardians of those days had carefully to study public sentiment, and generally dared not advance beyond its approval. In anticipation of the possible obsequies of the High School, the apartments in the new building erected in 1843 were furnished substantially the same as those of the grammar department under the same roof, so that there might be no waste of furniture when the higher should be merged in the lower grade.

In 1846 an economical compromise was effected, and the experiment tried, and continued for two years, of having lady principals in the two grammar schools, if perchance the reduction of expense (about \$500) thus made might satisfy the complainers and secure the quiet permanency of the Committee's favorite institution.

The School's First Home.

It was due to the opposition that the School Board were compelled, *nolens volens*, to doom their pet to its first un-

sightly and inconvenient apartment in the rear of the Unitarian meetinghouse. Their idea of its fitness, as expressed in their annual report in March, 1836, was in the following words: "The room is far too small to secure the prosperity of the school or the health of the scholars. It is too low. The internal construction is bad. To alter or enlarge its brick walls would be expensive. To widen it would be awkward. To lengthen it there is no room."

This likeness was evidently drawn (but drawn in vain) with a view of inducing the town to erect a more appropriate edifice. But that *thing* was patched and puttied and used (some say *abused*) for seven long years thereafter.

The structure had been erected after the approved models of the time in 1795, and enlarged in 1807. It was deserted in 1843, except that in the winter of 1846-47 a school was kept there for boys who were too large or too rough for management by the lady teachers in the grammar schools, and too illiterate for admission to the High School.

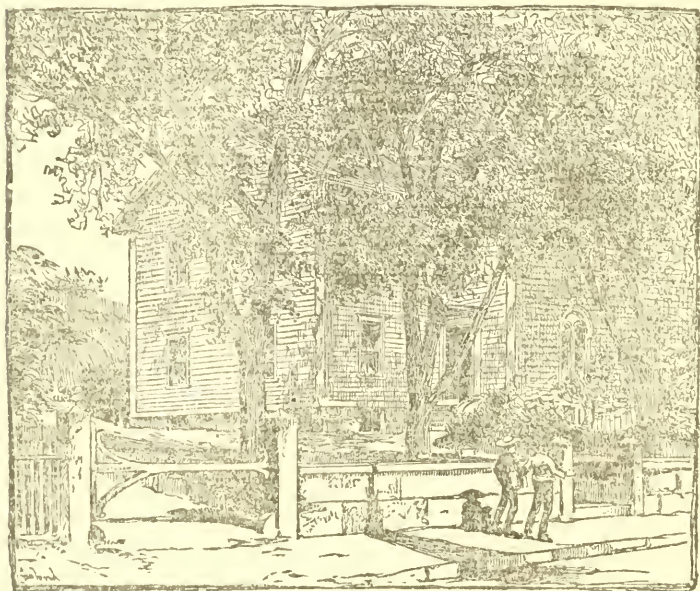
By vote of the town, the structure was demolished in 1848, and those who now wish to view its external appearance will find the following cut, reproduced from a drawing recently made from memory by one of the school's early pupils, surprisingly accurate.

Encouragements.

Upon the establishment of the High School, a new era dawned upon this ancient and wealthy town. Into the fist of its taxpayers a potent wedge had been so insinuated that the muscles of that fist were compelled to relax more and more. Other improvements followed, and each so augmented the interest and pride felt in the schools that every new step of progress was taken more easily than the one before it. That man would have been proclaimed a dreamer, a lunatic, perchance an idiot, who, in 1835, advocating an advance in school expenses from \$1,500 to \$2,000, had prophesied an appropriation of \$25,000 in 1871 and twice that amount in 1891; yet such has been the miracle wrought, and the end is not yet.

Second Home.

The house erected for the school in 1843 and shared for twenty years with the Centre Grammar School (now the Cradock) stood near its present site, with its gable toward the street. Two elms, now standing upon the premises, having been planted at equal distances from its two front corners, define its location. On the street the lot was bounded by a high board fence with solid gates, which gave



quite a house-of-correction aspect. The two stately horse-chestnuts inside the playground will not be soon forgotten, nor the pump which stood in the southeast corner.

In 1866, land having been purchased from the Magoun estate and several houses having been removed therefrom, the building was moved a short distance toward the southwest and turned one quarter round: a cellar was substituted for the brick basement: a stair tower was erected, and the entire structure was arranged for and dedicated to the use of the High School. Furnaces took the place of stoves, and

a stone wall succeeded the board fence in front. With the additions and improvements made in 1890 all are familiar.

The original desks, to which reference has been made, were of cherry, double, very low, very narrow, and with turned legs nailed into auger-holes made in the floor.

It having been for some years certain that the High School had come to stay, those desks were discarded in 1851 and new ones of appropriate dimensions substituted. The same, with some alterations, are now doing service in the hall of the rear edifice.

Impediments.

Besides the opposition before named, the school at the start had other obstacles to success. But few of those youth who were studying in private schools or academies abroad were recalled to give dignity to the institution, and material had to be culled chiefly from the private and the lower public schools of the town. A few, however, who had once *finished* their education in those schools but still craved stronger meat than those schools afforded, embraced the opportunity of finding it in the new establishment.

At the first preliminary examination there are supposed to have been about forty applicants of very unequal ability, who are known to have ranged in age from twelve to twenty-one years. The result was fraught with consolation and chagrin. The decision was: "We will let you all in, but not one of you is qualified."

Several years must have elapsed before the Committee's ideal of qualification for admission was realized. Indeed, it has never been fully reached, even to this day. Something more perfect is still anticipated.

Another embarrassment was found in the irregularity of attendance. Many of the boys patronized only the winter term. Others, both boys and girls, were often detained for weeks in the summer, either on account of the heat or to help on the farm. This fact will account for the terminating of the school year and holding an examination in November, when the ranks would be full; which practice prevailed till 1852.

Under such disadvantages complete classification was an impossibility. Those who entered with the same qualifications would not long remain neck and neck in the race. One after another would be distanced and fall out, so that comparatively few remained as long as they were privileged to do.

Principals.

The school has had eight masters.

Mr. CHARLES MASON was the first, and taught till August 17, 1835, when he left for the study and practice of law.

Mr. LUTHER FARRAR then took the position till March 21, 1836, when he followed the example of his predecessor.

Mr. DANIEL H. FORBES commenced service April 22, 1836, and continued it till February 10, 1841, an exceptionally long period for those times. During an absence of five weeks in 1838 his chair was occupied by Mr. Stacy A. Baxter, who afterwards became principal of the East Grammar School.

Mr. Forbes was an accomplished gentleman, well qualified for his business, and, though he taught in the age when every Sunday was a *palm* Sunday to the boys, and when King Solomon's recommendation of "the rod for the fool's back" was considered equally wise in the management of other brands of humanity, has been ever held in the most affectionate remembrance by his pupils.

The source of his magnetism is unveiled in the following tribute to his memory from the pen of a pupil who fully appreciated him:—

"He kept the custom of the bygone days
(Short shrift was his for childhood's naughtier ways!)
And gave us all he had with purpose true,
His zeal, his learning, and his *muscle* too;
But when, self-spent, the sudden tempest past,
What genial sunshine poured on us at last!"

Mr. Forbes resigned on account of ill-health and afterward accepted the mastership in a Charlestown grammar school.

Mr. ISAAC AMES (Dartmouth, 1839) took the position March 16, 1841, and held it till April 1, 1844. His absence

of four weeks in 1841 was supplied by Mr. A. K. Hathaway, who afterwards became principal of the Centre Grammar School and still later the head of a successful private school on Ashland Street.

Mr. Ames became a lawyer in Boston and was Judge of Probate for Suffolk County for nineteen years, till his death in 1877, at the age of fifty-seven years.

Mr. M. T. GARDNER resigned his mastership in the East Grammar School, April 14, 1844, to take that of the High School till September 14 of the same year.

Mr. EDWIN WRIGHT (Yale, 1844) taught from September 16, 1844, to September 13, 1845, when he accepted a mastership in the Eliot School, in Boston, at more than twice the salary paid him in Medford. He became a lawyer and for some years was Judge of the Municipal Court in Boston, in which city he is still practising.

Having married Miss Helen M. Curtis, of Medford, he resided in town for a period and was elected upon the School Board in 1854.

Mr. JAMES WALDOCK, Jr. (Harvard, 1844), was next in service, from September 14, 1845, to the close of the school year, in November, 1846. He afterward became principal of Derby Academy, in Hingham, and for many years was a practising physician in Boston Highlands, where he now resides.

Upon the resignation of Mr. Waldock, the Committee advertised for a successor and more than a score of applicants appeared with credentials at the time set for the examination and election.

Prior to this time the appointees had been men of but small experience in teaching before receiving their appointment and, with perhaps one exception, did not purpose to follow the profession beyond a very limited period. Believing that the prosperity of the school would be promoted by an incumbent who had had a more practical acquaintance with the art and who had a reasonable expectation of continuing in the profession, the Committee laid much stress upon those points and after a tedious scrutiny of the candidates' experience and qualifications, Mr. CHARLES CUMMINGS

(Dartmouth, 1842) was selected and took charge of the school Friday, December 11, 1846, and continued therein till the close of the school year, June 30, 1876, at which time but one (James O. Curtis) of those who elected him was living.

Mr. Cummings presented his resignation in May and the Committee enjoined secrecy upon him in order that, without suffering the importunity of the unemployed, they might make quiet investigation among those in service and select the best man. In this they were eminently successful. The High School in Stoneham was robbed of its accomplished principal, Mr. LORIN L. DAME (Tufts, 1860), and he was duly installed in his present position in September, 1876.

Assistants.

The first assistant employed in the school was Miss Sarah E. Sparrell, who taught twenty-three weeks, from April 6 to September 28, 1839, at one dollar per week.¹

Her successors were: —

- Miss Eliza S. Forbes, from May 11 to November 29, 1841.
- Miss Frances Gregg, from December 13, 1841, to March 12, 1846.
- Miss Angelina Wellington, from March 24 to May 19, 1846.
- Miss Mary W. Wilder, from June 16, 1846, to August 26, 1849.
- Miss Margaret A. Richards, from April 1, 1851, to May 7, 1852.
- Wallace St. C. Redman, from May 10, 1852, to March 1, 1853.
- James Sumner, from March 1, 1853, to February 21, 1854.
- George H. Goreley, from February 22, 1854, to April 16, 1856.
- Miss M. H. Everett, from April 21 to December 1, 1856.
- Miss Ellen M. Marcy, from December 8, 1856, to April 3, 1857.
- Miss Mary A. Osgood, from April 20, 1857, to February 18, 1860.
- Miss Arabella L. Babeock, from February 18, 1860, to September 1, 1861.
- Miss Emma J. Leonard, from September 1, 1861, to March 5, 1866.
- Miss Ellen M. Barr, from March 5, 1866, to July 1, 1873, and from September 1, 1876, to July 1, 1877.
- Edward A. Drew (Tufts, 1867), from December 2, 1867, to June 1, 1869.
- George C. Travis, Jr. (Harvard, 1869), from June 1, 1869, to April 1, 1872.
- Charles B. Saunders (Harvard, 1871), from April 1 to July 2, 1872.
- Minton Warren (Tufts, 1870), from September 2, 1872, to November 26, 1873.
- Charles S. Bachelder (Harvard, 1873), from December 1, 1873, to April 6, 1874.

¹The wages indicate that Miss Sparrell was but an *Assistant Pupil*, though many a district school in the country was then being taught for a stipend equally or even more paltry.

Frederic T. Farnsworth (Tufts, 1873), from April 8, 1874, to June 30, 1876.

Miss Carrie A. Teele, from September 6, 1875, to June 30, 1876; also, from September 1, 1888.

Edward P. Sanborn (Dartmouth, 1876), from September 1, 1876, to April 9, 1877.

Leonard J. Manning (Harvard, 1876), from April 16, 1877.

Miss Caroline E. Swift, from September 1, 1877.

Miss Genevieve Sargent, from September 1, 1881.

Stephen Emery (Boston University, 1890), from September, 1890, to June 24, 1892.

Miss Annie M. Sawyer (Wellesley, 1889), from September 14, 1891, to June 24, 1892.

Miss Josephine E. Bruce, from September 13, 1892.

Miss Carrie W. Whitecomb, from September 13, 1892.

It will be observed that, except for twenty-three weeks in 1839, no assistant was appointed till May, 1841; also that there was none from August 26, 1849, to April 1, 1851. During this last period, through a desire to raise the standard of fitness for admission, no class was received.

Six of the assistants were once members of the school: namely, Miss Sparrell, Miss Gregg, Miss Wellington, Mr. Redman, Miss Barr, and Miss Teele.

It will not be deemed invidious if allusion be made to the subsequent history of some of these assistants.

Miss Wellington married Mr. Darius Crosby and still resides in town.

Miss Gregg continued to teach for many years in Florida and New Jersey.

Mr. Redman left teaching to study civil engineering at Harvard College, which profession he followed till 1862, when he enlisted in the Massachusetts 39th, from which he was transferred to the Navy Department as draftsman. After the war he was in business in Washington, D. C., and for nine years preceding his death, in 1888, was an Examiner in the United States Patent Office.

Mr. Sumner became a lawyer.

Mr. Goreley was for several years an assistant in the Roxbury High School, and afterwards engaged in business in Boston.

Miss Leonard left under an engagement for the High

School in Canandaigua, N. Y., and later taught in the classical department of the Worcester High School and finally opened a private school in Connecticut, where she fitted students for college. While in Medford she assisted Professor Bôcher in the preparation of a French grammar, and shortly before her death published a treatise upon Political Economy.

Miss Barr first took charge of an endowed school in South Boston, then became manager of a private school for girls in the city proper, and finally opened a school on her own account in the same city and has been eminently successful therein.

Mr. Drew became a clergyman and was settled in Lynn, where he died in 1874.

Mr. Travis studied law with Hon. D. A. Gleason while in Medford, and upon leaving the school was admitted to the bar. He practised for a time in South Framingham and now has an office in Boston. He resides in Newton.

Mr. Warren left Medford for the mastership of the Waltham High School. Later he studied for two or more years in Germany and on his return became a professor in Johns Hopkins University.

Mr. Bachelder studied law in New Hampshire and is now Judge of the Municipal Court in Portsmouth.

Mr. Farnsworth, except for a year spent abroad, has continued in the profession, chiefly as the principal of Bristol Academy, in Taunton, and of the Brookline High School. He has recently been appointed Professor of German in Bowdoin College.

Mr. Sanborn resigned in order to accept the mastership of the South Abington (now Whitman) High School, and is now a lawyer in St. Paul, Minn.

Prior to 1867, the English department had so monopolized the teachers' attention that but little could be done in the classics by way of qualifying students for college. A good start in Latin was given and that was all. The Greek and the advanced Latin had to be learned in other institutions. But at the date named above a second assistant was appointed and the difficulty was completely remedied. To

meet the further demands of increasing numbers and give greater latitude in the election of studies, a third assistant was added in 1881, a fourth in 1888, a fifth in 1890, and a sixth in 1891.

Sessions and Vacations.

When the schools became annual, they were made superlatively so. In 1846 they had eleven three-hour sessions each week for forty-eight weeks out of the fifty-two, Fast week, Thanksgiving week, and two weeks in huckleberry time being vacation.

In 1847, an unusually bold and liberal Committee having been elected,¹ they resolved to break the precedent either by giving the schools four weeks vacation in summer or by making a half-holiday of Wednesday afternoon through the year.

Divulging their purpose to the master of the High School, they were advised to give the half-holidays, as the surer means of securing that regularity of attendance so requisite to success, and this they immediately did. When the time came, however, for the summer vacation, they complimented the High School with the additional gift of the extra fortnight. Their act occasioned considerable criticism, which was misinterpreted by the succeeding Board, who dared not repeat the favor. About half of the school's patrons then rebelled and would not allow their children to return till the expiration of the fourth week. As it was in the interest of humanity, the master rather favored the revolt, excused the assistant from attendance, and interested the moiety present with general exercises which would not conflict with the regular work when the absentees should return.

The next Committee (1849), by way of compromise, gave all the schools a respite of three weeks in August. Other weeks have been added from time to time, till in 1891 the vacation extended from June 26 to September 14.

In 1859 the patrons of the school petitioned for six sessions of five hours each week in lieu of the previous ten, and their prayer was granted. Since 1886 the session on

¹ The entire Board of seven men was elected annually till 1857.

Saturday has been discontinued, which completes a reduction of school hours in forty-five years from about fifteen hundred and fifty (1,550) to about nine hundred and fifty (950) each year.

Exhibitions.

Prior to 1852 public examinations were held in April and November; but when the school year was made to end with the summer term, both were dispensed with and a private one in midwinter and a public one in July substituted. The latter became largely an exhibition and attracted more spectators than the room could conveniently accommodate.

In 1863 the Committee voted that the examination and exhibition should occur on separate days and that the latter should be held in the Town Hall. In view of the heavy responsibility thus suddenly laid upon them, the graduating class of that year quailed and begged reprieve; whereupon the vote was rescinded so far as that class was concerned, but left binding upon its successors.

The matter thus becoming optional, it was easy for the master to persuade the actors to inaugurate voluntarily a custom which was to prevail by law in succeeding years.

Diplomas.

As the exhibition would receive augmented dignity from the increased number of spectators, Mr. Cummings deemed it appropriate to honor each graduate with a diploma, and bespoke the sanction of the venerable and honored Chairman of the School Board. Not receiving that sanction, he let the matter rest till the next year (1864), when he appealed to the board through its Secretary, Rev. J. S. Barry. A favorable response was received, but late—a short week before the exhibition. It was accompanied with the request that the principal, with pen and ink, should prepare the documents (eight in number) for that year, and with the assurance that in the future the Committee would have them executed in due form. He acceded to the proposition, and specimens of his chirography were accordingly distributed by the new chairman, B. E. Perry, Esq.

For the next two years the graduates received diplomas bearing the expressive motto, "We all do stamp our value on ourselves," printed by types on cardboard. These were merely temporary substitutes made in anticipation of the remodeling of the schoolhouse, which occurred in 1866, and of having the premises then properly represented upon parchment, as has from that time been the custom.

Music.

Though singing had been a previous exercise in the school, music was not introduced as a science till April 1, 1862. At that date the services of Mr. Henry G. Carey were secured for the high and grammar schools and were afterward shared with the schools of lower grade.

Mr. Carey held the position till June 30, 1884, except for two years which he spent in Europe. From April 1, 1866, to April 1, 1867, Mr. S. H. Hadley took his place, and from September 1, 1876, to September 1, 1877, the place was filled by Mr. C. R. Bill.

Upon the resignation of Mr. Carey, Mr. S. H. Hadley received the appointment which he now holds.

Drawing.

Drawing was taught by the lady assistants from about 1858 to 1873, and well-executed copies of heads, animals, landscapes, and other objects were wont to be exhibited at the annual examinations.

In 1873 there came a sudden development of intense interest in the subject which spread through a large portion of the State.

In Medford, Professor B. W. Putnam, of Boston, was employed to meet all the teachers at the High Schoolhouse for a series of practical lessons which should qualify them to instruct their own pupils. The High School alone was honored with a special instructor of the art from that time, and the succession has been as follows:—

Miss Frances C. Saxe, from September 1, 1873, to June 1, 1878.

Miss Isabel Webster, from September 1, 1878, to July 1, 1881.

Henry W. Poor, from September 1, 1881, to October 1, 1885.

Wallace Bryant, from October 1, 1885, to July 1, 1889.

Miss Georgie L. Norton, from October 1, 1889, to June 30, 1891.

Miss Louise MacLeod, from September 14, 1891.

Miscellaneous.

Prior to 1868, the course of study embraced a period of four years. At that date it was reduced to three years, and so remained till 1887, when it was so modified that students could choose between a course of three and one of four years. Candidates for college have been accustomed to take a post-graduate course of one year.

Upon the solicitation of parents and pupils the School Board recently (1889) voted to establish military instruction for the young men and the town made an appropriation therefor.

In the late civil war more than forty of the alumni, in the spirit of their patriotic declamations, "seeing behind the starry flag the Union and the Law," rushed to the field of strife. The following, and probably others, lost their lives therein: William H. Burbank, Edward Gustine, Joel M. Fletcher, Edward Ireland, Alfred Joyce, Samuel W. Joyce, Samuel M. Stevens, Herman Mills, and Isaac J. Hatch.

"Give them the soldier's meed,
To them the patriot's honor yield;
The holy cause their hearts espoused
Their martyr blood has sealed."

Conclusion.

The school has now reached the fifty-seventh year of its existence, and its influence is patent to every observer. It has afforded instruction to about twenty-two hundred youth, and most of them have done it honor in after years. Many have occupied high positions of trust and influence. Among them may be found artists, civil engineers, journalists, bankers, railroad presidents, legislators, school superintendents, authors, attorneys, physicians, clergymen, and more than one hundred teachers.

Incomplete as it was in organization at the beginning, it nevertheless shone brilliantly because of the dark background of previous educational wants. But, compared with itself or with many others of the (about) two hundred high schools now in the State, it was but as the dawn beside the high noon.

Let it still progress with its noble work. Let each of its members, past, present, and future, be a champion for the cause of education. Let each seek to purify the tone of public sentiment and elevate the standard of public morals; then what it has done in the past will be but the brilliant promise of what it is to do hereafter.

"O Alma Mater, to thy mission true,
How fair the prospect opening to thy view!
Still never hushed thy voice of wisdom charms,
Still thronging childhood seeks thy sheltering arms.
As, year by year, comes up the advancing line,
What gracious cares, what fruitful labors, thine!
Youth's feeble hand thy loving grasp upholds;
Youth's budding powers thy tender touch unfolds;
Its heart inspired with lessons always true —
The love of Virtue, which is wisdom too.
Vain all the thanks in labored phrase expressed.
Thy children love thee — and thou shalt be blessed!"¹

¹ Extract from the poem of James A. Hervey, Esq., at the reunion of the M. H. S. A., October 28, 1874.

THE SOCIETY'S WORK.

Publication of the society's work for two years has been omitted, but is here resumed. The season of 1921-'22 was opened by a special meeting on September 21, the three hundredth anniversary of the coming here of white men.

Report of recent meeting at Hingham of the Bay State League was given. It was attended by Dr. Green, Messrs. Ackerman, Dunham and Eddy and Mr. and Mrs. Mann.

A letter and program of celebration was received from the Annapolis, N. S., Historical Society. A finely executed book of their anniversaries was later received.

The president then announced the subject of the evening, "The visit of Myles Standish and his party to the site of Medford on September 21, 1621," and called Miss Atherton, who read an extract from the oration of Charles Sprague (Boston, July 4, 1825), "The Disap-

pearing American Indian." The president then spoke on Indian trails, read from "Paths and Legends of New England Border and of the Mohawk Trail," and then asked Mr. Charles Daly to read extracts from "Mourt's Relation"—the Expedition of the *Massachusetts*, which he did.

Then Mr. Wilson Fiske gave his impression of the visit thus described. This was also given in the current issue of the REGISTER.

The president then called attention to a large framed lithograph hanging at the right of the chair. It was published in 1873 and is now very rare. It is the "March of Myles Standish," and was loaned to the society by Mr. Mann the next speaker called upon, who reviewed the story just read in the original. He traced the march of the Pilgrim band from their landing place, where Charlestown was yet to be, "in armes up through the country," and located the places mentioned, placing the "cornfield" on the Winthrop-Royall farm, the king's lodge on Rock hill, his burial place on Sagamore avenue, his death on Grove street hill-top, and the futile search for the Squa Sachem at Wedgemere. They found but one Indian brave—he a sorry specimen—but the primitive "Daughters of Pocahontas" were numerous, regaling the adventurers with a fish dinner and escorting them for a part of their return.

He also quoted Bradford's account of the same, and closed with allusion to "seeds of life and death," told of by the Boston orator of a century ago. (This appeared in the *Mercury*, October 7, 1921.)

Some discussion of the event was indulged in by those present (about the usual number and one visitor) and so passed an unusual opportunity into history, unheded by any save our Society.

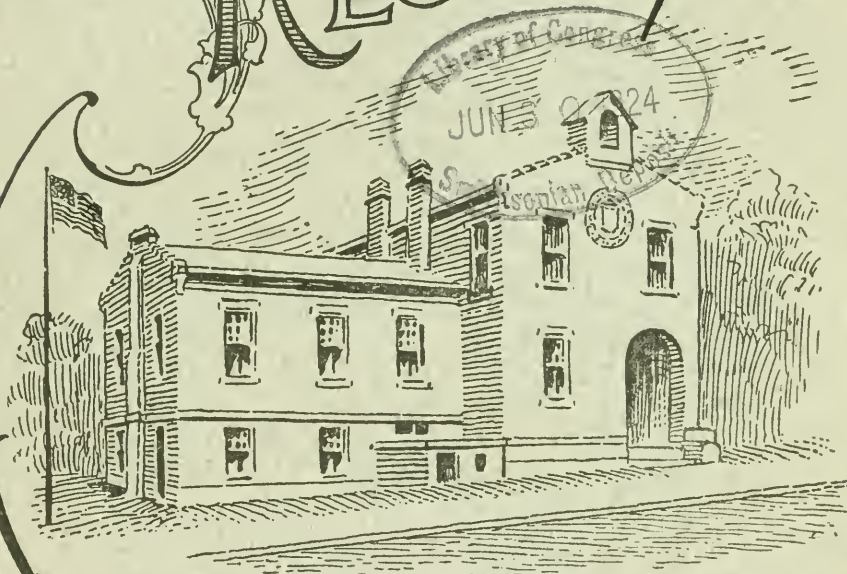
ERRATA.

VOL. XXVI, NO. 4.

Page 81, "1891-2" should be "1921-2."

Page 84, "seem" should be "seemed."

HISTORICAL REGISTER



June, 1924

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MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

Editor, MOSES W. MANN.

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FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in the city of Medford, Mass., the sum of _____ Dollars for the general use and purposes of said Society.

(Signed) _____



SHIP SYREN. CHARLES W. ALLEN, MASTER.

Owned by Silsbee & Pickman. From the painting showing the ship near Lintin Island, made at Hong Kong in 1855 by a Chinese artist, and was owned by George W. Allen.

Courtesy of Essex Institute.

The *Syren* was built by J. Taylor in Sprague & James' yard, old Ship street, in 1851, the 449th in the list of Medford-built ships. In Vol. 22, p. 76, of the REGISTER, may be found a reprint of her description in *Gleason's Pictorial* of July 5, 1851, which had a wood-cut illustration, "with everything set that can draw." In the Medford Historical Building is a rigged model of the *Syren*, also a photograph of her lying at a wharf.

Now, seventy-three years after her building, we are by the above courtesy enabled to present for the first time a view of a Medford vessel under full sail.

The Medford Historical Register.

VOL. XXVII.

JUNE, 1924.

No. 2.

OLD SHIPS AND SHIP-BUILDING DAYS OF MEDFORD.

CHAPTER III.

WAR OF 1812.*

WAR was declared with Great Britain on June 18, 1812. American vessels were allowed to trade with Europe as usual, although not with Great Britain. Many of them carried supplies which were directed to Spanish ports for use by the British armies against our allies, the French. The *Ariadne*† is reported as taking a cargo of provisions to Cadiz under British license after obtaining informal permission of the Attorney General‡ and the Secretary of the Treasury. Congress permitted this trade until the crops of 1812 had been marketed.§

The ship *Medford* is reported as follows: "Boston Tue. Apr. 30, 1813 ar. ship 'Medford,' Capt'n Hall, Cadiz 42 days. Spoke nothing. Sunday at 3 P.M. Cape Cod, was boarded from the privateer brig Sir John Sherbrook detained a few hours and permitted to proceed." A number of persons captured in a previous prize were transferred to the *Medford*.

Many merchant vessels were turned into privateers to prey on British commerce and many more were built. Among them was the letter-of-marque brig *Rambler*, built in 1813, in thirty-six days by Calvin Turner for

* The names of Medford-built ships are italicized.

† *Ariadne*. See Chapter II.

‡ Bryant and Sturgis, M.S., Vol. 1811, p. 122.

§ Morison. "Maritime History of Massachusetts."

Benjamin Rich of Boston. On April 30, 1814, the commander, Nathaniel Snow, and others brought libel for condemnation in the United States court at Boston for one case of goods taken from the "Union" "which she did seize, take and capture, mounting ten carriage guns, and about 280 tons burthen with a cargo of cotton, coffee and various other articles of merchandise. The case of goods in question contained lace shawls, dresses and handkerchiefs which brought \$1800 at auction."*

In the last part of 1814 she with two other letters-of-marque was sent by the Boston China Merchants to carry instructions to their fleet which was blockaded at Whampoa. She captured a prize off Lintin on the way out which she sent into Macao with a prize crew.† A letter from Captain Edes of the *Rambler*, dated Canton, December 6, says: "Our prize (the ship 'Ara-bella') arrived at Macao the same day we arrived at Canton and was taken possession of by the Portuguese government and given up to the British Admiral on this station. I have protested against this proceeding, and hope a proper representation will be made to the Portuguese government, who ought in justice to pay us the amount she was insured for (60,000 ruples eighteen days out). I also captured the British brig 'Madeira,' took out 75 casks of wine, and gave her up."‡

The three letters-of-marque delivered their orders to the merchant vessels to remain until peace was declared. They then loaded with rich cargoes and dropped down river from Whampoa on a dark night, the 18th of January, 1815. They passed two British men-of-war and about twenty armed East Indiamen, which fired on them by the aid of blue lights. Keeping together on the voyage home, they arrived at Boston after peace was declared, on May 3 and 4, 1815, and sold their cargoes at high prices.

* Federal Court Records, Boston.

† Morison. "Maritime History of Massachusetts."

‡ Coggeshall. "History of American Privateers in the War of 1812."

Another privateer, the *Reindeer*, was built by Calvin Turner for Benjamin Rich and others in 1814. On April 15, 1815, a libel was brought in the United States court at Boston by Nathaniel Snow and others against "sundry goods, wares and merchandise taken from the brig 'Daphne,' seized as prize on or about the 7th day of January, and took from her 12 bags of coffee, 16 bags of cloves, 32 leopard skins, a lot of goat skins, one lion skin, 5 boxes of ostrich feathers, 2 boxes of seeds, one box of shells, one bundle of merchandise and two casks of wine.

"Also on or about the 20th day of January last seized as prize the ship 'Maid of the Mill,' Alex Sute, master, and did take from her 7 boxes of raisins, 9 sacks and 1 bag of almonds." The captain of the *Reindeer* put a prize crew on board both vessels but both of them were recaptured. It is interesting to learn (Federal Court Records, Boston) that the merchandise brought the following prices:—

Ostrich feathers			
Lot No. 1	7 lb. 8 oz. @	\$27.25 (per lb.)	
" 2	9 " 9 " @	8.50	
" 3	6 " 13 " @	13.25	
" 4	30 " 0 " @	11.75	
" 5	12 " 5 " @	8.75	
24 Leopard skins	@	\$5 $\frac{1}{2}$	
1 Lion skin	@	31	
2000 lbs. Coffee	@	24 cts.	
2093 " Cloves	@	92 "	
345 " Raisins	@	16 $\frac{1}{2}$ "	
41 $\frac{1}{2}$ yds. Broadcloth	@	\$6 $\frac{7}{8}$	
17 Gals. wine	@	\$3.05	
Total			\$4036.89 $\frac{1}{2}$
Less 6 Bags coffee sold under an interlocutory decree			\$159.84
Charges			\$3877.05 $\frac{1}{2}$
			935.50
			\$2942.56
Less Invalid Fund 2%			58.85
Rec'd by Benj. Rich			\$2883.71

BENJAMIN RICH.

In the discourse occasioned by the death of Benjamin Rich, Esq., delivered in the church on Church Green, June 8, 1851, by Alexander Young, D.D., he refers to him as an example of the good parishioner:—

The late Benjamin Rich was born on the 12th of December, 1775, in the town of Truro, near the extremity of Cape Cod. From his earliest years, as is the case with most of the youths who are born on the Cape, he took to the sea, going cabin boy at the age of thirteen; and at the age of nineteen, on his fourth voyage, he had the command of a vessel. His voyages were chiefly to the West Indies, the Mediterranean, and the north of Europe. For twelve long years he pursued this hard and perilous vocation. On one of his voyages, he was attacked, off Algiers, by two French privateers, both of which with his characteristic intrepidity he fought a whole summer's day; and at last when his shot was all expended, and he had charged his cannon fire with whatever he could find on board, he succeeded in beating them off. He thus prepared himself to engage understandingly in navigation and trade.

On retiring from the sea in 1801, at the age of twenty-six, he settled in this city and embarked in commerce, which he pursued until six years ago when he retired.

For nearly fifty years he was one of our most active and enterprising merchants. In 1800 he married.

He took a lively interest in the prosperity of the parish. He hears one of his old companions in business has been reduced to penury; Mr. Rich went round among his friends and raised an annuity of \$600.

A young lieutenant in the navy dies on the slope of Mt. Lebanon; his young wife soon follows him, leaving two orphan boys. Mr. Rich collected a fund to provide for their education and fit them for useful stations in life.

The word *fear*, too, was not to be found in his dictionary. When, in the month of May, 1818, the Canton packet blew up in our harbor, Mr. Rich was the first to leap upon her blazing deck to rescue the crew, utterly heedless of the possibility of another explosion.

For thirty-three years he was a trustee of the Humane Society and for fifteen years its president. He superintended the building and location of eighteen life-boats provided by the Legislature of 1840 and 1841.

The few last weeks that he spent upon earth were among the happiest of his life. It was a privilege to visit him in his sick

chamber — to see the power of faith triumphing over bodily pain and the hope of immortality victorious over the fear of death. Cheerful he gave his being up and went to share the holy rest that waits a life well spent.

The other two privateers, the *Avon* and the *Abællino*, were built too late to take an active part in the war.

Meanwhile, on the Pacific ocean, the British cruisers and privateers had driven all the merchant fleet into neutral ports. Among them was the brig *Pedlar*, which took refuge in the Hawaiian Islands.

The *Charon* was unfortunate enough to fall into the hands of a British privateer. The frigate "Essex" was finally sent to the Pacific and played havoc with the British cruisers and privateers for a time, but she was finally captured by two British vessels of war in a desperate naval battle off Valparaiso.

On the Northwest coast Astor had finally succeeded in establishing a trading post, after several previous attempts had been defeated by Indian attacks. His company was called the Pacific Fur Co. He had built Fort Astoria, which the British war vessels so far had not seized. They had cut off most of the supplies for the post, however.

They were now in a precarious position. Cruisers were watching them, ready to pounce upon them and the chances of escape of a richly laden caravan fleeing across the Rocky Mountains from the Walla Walla and Blackfoot Indians were nothing. Even if they escaped after being robbed, their lives were in jeopardy unless supplies could be got to them.

Astor fitted out the brig *Lark* and sent her to their relief, but she was unfortunately wrecked on the Hawaiian Islands. Hunt, the chief agent, proceeded to Hawaii and authorized one of his assistants, McDougall, to conclude arrangements with the British N. W. Fur Co. as best he might.

McDougall finally sold the Pacific Fur Co. to their British rivals for \$80,500, after a canny Scotch game played for their possession with McTavish. "The

British vessels of war may come or not come, with the chances in favor of their coming, when they would gobble up the fort. If they do not come, the Pacific Co. may keep their posts and their goods. A strict guard is kept in the fort to avoid surprise. At the same time McTavish being short of provisions is supplied by McDougall.*

Still McTavish fences for time, and it was not until McDougall made ready his boats and threatened to move inland up the Willamette River did McTavish agree to the sale.

Meanwhile Hunt, in the Hawaiian islands, had bought the brig *Pedlar* for \$10,000, hoping to be able to rescue some of the property. He embarked for Fort Astoria, where he arrived only to learn of its transfer to the North West Co. He expressed great dissatisfaction with the sale, and after a short stay directed his course for Sitka. On the way he fell in with two United States vessels hiding from British cruisers. While there the *Pedlar* was seized by the Russians on a charge of selling powder to the natives but was released for lack of evidence.†

The British cruisers arrived before Fort Astoria with great expectations of booty, and great was their disappointment when they found their prize had slipped through their fingers by transfer to British subjects.

Hunt, in the *Pedlar*, took on board a few Americans who had not joined the North West Co. and preferred a sea voyage to the overland trip and sailed for New York. He is said to have reached his destination after a tedious voyage. One event of the voyage was the brig's capture at San Luis Obispo by a Spanish vessel. The charge of smuggling could not be substantiated and she was released. The story told at the investigation was that she had entered San Luis because she mistook her captor for a Russian ship to which a part of her

* H. H. Bancroft. "History of the Pacific States."

† Peter Conly. "Early Northern Pacific Voyages."

cargo was to be delivered. She had both American and Russian passports.

The departure of the *Pedlar* forever closed the business of Astor on the Pacific.

—HALL GLEASON.

PATRIOT'S DAY OBSERVANCE.

We are prompted to write a little of current history, continuing "Creditable to Medford," p. 43, Vol. XX. of REGISTER, which notes the celebrations now seven years established.

The old-time New England Fast Day had become disregarded when the General Court abolished it and made the anniversary of the first encounters of the Revolution, April 19, a State holiday. It was soon found there was a rivalry between the historic towns of Lexington and Concord, each claiming the naming of the day. Happily, our (then) Governor Greenhalge settled the matter, and wisely, too, by giving the name, "Patriot's Day." Locally observed in previous years, Lexington and Concord came into prominence by the observances of 1875, the first of the Centennials, probably for both the "greatest ever." Unlike the day a century before, the weather conditions were unfavorable and dependents on the railroad for conveyance were sadly disappointed. No one had any idea of the crowd that would come—but it came. A Medford-born boy, Thomas Meriam Stetson, was chairman of the day.

President Grant was present, we remember our long perch on a fence looking over the vast crowd to see him riding in the procession. We also saw the erstwhile famous Magoun Battery in all its prestige with the diminutive "Swallow" guns. Since that day every year has noted the influx of visitors to the historic spot on April 19.

On its first occurrence after the legislative enactment it was noted by a ride over the route taken by Revere

by a Medford man, Robert L. Sise, who came literally "over the bridge into Medford town" at the midnight hour. Reference to this may be found in the *Medford*



MISS DEBORAH HALL WELCOMES PAUL REVERE.

Sergt. Harold I. Austin as Paul Revere, greeted by Miss Hall, a descendant of Capt. Isaac Hall of the Medford Minute-Men.

Courtesy *Medford Mercury*.

Mercury of that time with account of the patriotic decorations and displays; also certain rhymes of more or less interest relating to the historic day.

But in 1917 there came an organized effort to make the occasion worth while and notable in Boston and the other cities and towns along the historic route. The first was certainly "creditable to Medford," as indeed the later ones have been. In more recent years a second rider personating William Dawes has gone over that other route through Brookline and Cambridge which is "8 miles to Boston" (see milestone at Harvard Square).

The "Old North" or Christ Church still stands, and at the close of a service on the night of April 18, a messenger ascends to the steeple and hangs out two lights.

Captain Isaac Hall's house in Medford also still stands, and Mr. Edward Gaffey, its owner and occupant, is glad to open its doors to welcome the personator of Revere. This year he was welcomed in the street by a lineal descendant of the minute-men's captain, Miss Deborah Hall. We are able to present a view of her greeting (by courtesy of the *Mercury*), thanks to the ever present camera, unknown in that old day and for seventy years later.

The hoof beats of his coal-black steed probably rang louder on the modern High street than did those of Deacon Larkin's mare, but the present Cradock bridge gave not the midnight echo of the ancient one.

The preliminary exercises of the American Legion and flag-raising near the World War Memorial, the decoration of the Revolutionary graves in the ancient graveyard by the "Daughters," the address by Orator York and the patriotic selection by the Regent were followed by the march to the Captain Hall house. Just a few of the Grand Army men mark time's inroad upon their ranks. Various organizations were represented, but the modern Scouts, both boys and girls, were out in numbers, all awaiting the coming of the new Revere.

Longfellow's poem was recited by Henry Hormel of the High School, and the children's voices swelled out in "America the Beautiful." We quote a few words from Mayor Coolidge's address: —

There are gathered here today, soldiers, civilians and children. From the soldier and civilian has come response in the past. Today there is a continuing occasion for response of unselfish service in the cause of the common welfare. But it is from the children of today that comes the response of tomorrow. These troops of Scouts, these boys and girls of the community are the patriots of the future. To them the patriots of the past hand on the torch. May they hold it high and keep it flaming.

We are pleased to add to the literature of Medford that written for the occasion (already mentioned) by Mrs. H. Abbie Dearborn, and read by her as Regent of Sarah Bradlee Fulton Chapter, D. A. R.: —

OUR HEROES.

Medford hills have heard the pipes of peace,
Each spring the birds trill tunes,
Troops of wild flowers heed the call
And take possession of the valleys sweet,
Or on the highlands build their strongholds.

Medford hills have heard the trump of war.
The country roads the measured tread
Of marching foes,
With splash of color red against the fields of green,
The cannon talking death.

The men of Medford leaped,
Roused by the dashing steed
That bore at dawn the rider on to Lexington.
They grasped the flint-lock, sire and son,
No time for words, action alone.
That day might fill a hundred years,
That day another page of history turned,
For untrained yeomen stood to face
The legions of a king.
There independence was proclaimed
That staggered, fell and rose again
For seven long years
Till all the land was free.
Medford hills heard once again the pipes of peace.

This April morn we celebrate
That other fateful April day
When the death angel hovered near
To pick her own immortals,

When roar of battle, clash of steel
 Those patriot hearts could not dismay.
 Well may the centuries mark the hour
 When freedom finds such worshippers.
 Lost youth, the dying gaze on April skies,
 Pain, groans, heart-aches, and tears forgotten now,
 The camps of dead, known and unknown,
 We honor in our midst, all this we cry,
 Outweighed by liberty for all.

Faithful to serve the nation's need,
 Cherish and love what the forefathers gave
 That cost them such a noble price.
 On Medford hills will sound the pipes of peace.

LIEUTENANT SPRAGUE'S LONG FENCE.

We are presenting an extract from the early records of Charlestown, relative to a boundary fence erected within the limits of present Medford.

The reader should remember that the Medford of 1662 was entirely surrounded by Charlestown, but not included in it, and had no town government or records till 1674, when the few new owners of Mr. Cradock's farm began to associate themselves for that purpose.

We find a quotation from this record (on p. 51, Vol. XV. of the REGISTER) by Mr. Hooper in his article on the "Stinted Pasture." We give the entire record and in the actual form in which the record commissioners reproduced it in 1883:—

Articles of Agreement made And Concluded this 15th 2nd mo: 1662, betweene the selecte men of Charlestowne, In the behalfe of the propriators of the stented Common of the one partie: And Leffttenant: Richard Sprague: of the other partie: Concerning the fencing the said Common: which lieth betweene Cambridge And Mr Winthroups farme: And sattisfaction for the same.

Imprimis the said Leffttenant Richard Sprague: is to make up and mayntayne all that fence belonging to the said Common betweene it and Mr Winthroups farme: which said fence is to begine at misticke Bridge and so Along in the Lynne betweene the said Common and Mr Winthroups farme: to A Rocke which is for A Bound marke: Aboute some: six or seven: pooles: one the south

east side of Winters Brooke: where it is to meet Mr Winthropes farmes fence: The fence is to be made sufficiently, And so mayntayned for One And twentie Yeares Next Insueing the Date hearof, Sufficient to fence of all reasonable Cattle: and to make good all Damoges that may Arrise from any difficutse in the said fence: or any part there of: Exsepting the Gate which he the said Richard is not to mayntayne: In Consideration where of the said Leffttenant Richard Sprague is to have the use of twentie Cowe Commons the full terme of twentie one yeares A fore Exspresed: he and his Assignes: And at the end of the said Terme thay are to be Ser-rendered up unto the said propriators Againe. Also he is to have free Leave And Libarty to make use of any Stones: or Brush: from of the Common: for making or repearing the said fence: And for the true performance of every perticular Above Exspresed: the Selecte men in the behalfe of the propriatores And Richard Sprague for him selfe: his heires Executors And Administrators: Doe firmly by these ptsnts bind them selves each partie: to the other: In the Just and full summe of Two hundred Pounds: In witnes where of thay the boeth parties have heare unto Interchangably put theire hands: the day and yeare Above written: It was also Agreed upon before the signing hear of, that what the said fence shall be Adjudged worth at the end of the fore mentioned terme of one and twentie yeares: more than it is at this present: is to be payed unto the said Richard Sprague: or his Assignes:

The fence at present is Adjudged worth thirtie pounds by muttuel consent.

RICHARD SPRAGUE.

Signed And Delivred In the Presents of

SOLOMON PHIPPES,
EDWARD BURTT.

Lieutenant Sprague was one of the three brothers who, with four others, formed the exploring party sent by Endicott from Salem in 1628-29. He was then but twenty-four years of age. They went out into an unknown country, following the Indian trail, and lighted on "an uncouth wilderness, full of timber," and adjoining "the farm Mr. Cradock's servants had planted." He became a settler in the peninsula we know as Charlestown the next year with Governor Winthrop's company and was a man of note in the town.

Governor Winthrop died in 1647 but his farm was still in possession of the family and a fence was required between it and Charlestown's "common land." Through

the latter was but one "road to Manottomy" (present Broadway, Somerville), and through "Mr. Winthrop's farm" only the Charlestown and Cambridge roads (now Main and Harvard streets in Medford.)

The "fence" Richard Sprague built was probably mainly a stone wall, topped with tree branches or "brush" secured from the "comon," or wooded Walnut-tree hill. Thus reinforced, it was a barrier against the "reasonable Cattle" turned into the "stinted comon, without the peninsula." A little corner of the common land extended down the river, but the fence began at Misticke bridge and crossing that corner followed "the Lynne between" the farm and common (near present Florence street and College avenue, crossing the latter near the railroad) and to and beyond Two-penny brook to the "Rocke which was A Bound marke" where the farm fence began. It is useless to look for that "Rocke" today in the congested district east of Winter brook, but the old stone wall, now along College avenue may be of the original "fence" of 1662, moved eastward when the brick tower was built a century ago over a spring on the Winthrop land. The "gate" referred to was doubtless across the Cambridge road, now Harvard street, near St. Clement's church.

Lieutenant Sprague was fifty-seven years old when he contracted to build this fence and keep it secure for twenty-one years against the *damages* of *reasonable Cattle*, only the gate being excepted. And what was his compensation for the original outlay and continuous repair? Simply a twenty-one year leasehold of enough pasture ground for twenty cows,—not an acquirement of title thereto. He died November 25, 1668. His will, made just previously, made his wife his executrix. One of his bequests to her was his interest in *eleven* cow commons, and to the church in Charlestown the remainder of his "interest in those twenty cow commons which I am to have for mayntayning the fence against Mr. Winthrop's farm, on condition that the proprietors

release my executrix from care of the fence." It would be of interest to know the outcome of this, as he said further:—

I do declare it to be my mind and will that in case the church do not accept the commons on ye terms xpressed, then the Deacons shall receive of my Estate thirty pounds in goods out of the shop or in Cattle, to be employed for the church's use as they shall see meet.

His wife survived him six years, but in her will is no mention of cow commons or fence.

Note now. This contract made two hundred and sixty-two years ago valued the fence at thirty pounds, with possibility of appreciation, the sum named in the will. Ninety years later, portions of both farm and common were annexed to Medford; the fence entirely in Medford limits. It was one hundred and forty years before the canal, and one hundred and seventy-three before the railroad came through farm and pasture; and one hundred and eighty-eight when Tufts College "set a light on the bleak hill," no longer wooded. Just two centuries later, within our own remembrance, came the embanked reservoir beside the college. Since then the entire West Somerville and Medford Hillside sections of two cities have been built, whose limits are now reached, beyond which they may not pass. Where Lieutenant Sprague began his fence, the Mystic Valley parkway crosses Main street, and follows the river through Medford, Somerville and Arlington beside the lower lake, then in Charlestown. On this barrier, but fifteen years old, we see no *reasonable Cattle*, but modern automobiles, one hundred and thirty-five in five minutes on Sunday afternoon pass by, and no "gate mayntayned." In the intervening reservation the birds, pheasant and quail, find sanctuary.

Lieutenant Sprague may have seen such, and perhaps larger game, while the fence was building along the border of the cow pasture, where stands the broadcasting tower of Amrad, W. G. I.

ELIZA M. GILL.

In the recent passing of Miss Eliza M. Gill, who died at Waltham, Mass., February 10, the Historical Society of Medford loses one of its most loyal members and a frequent contributor to the pages of the REGISTER.

Miss Gill was born in Melrose, April 5, 1851. She was of old New England Colonial stock, being a direct descendant of Richard Warren, John Alden and Priscilla Mullins of the Mayflower company. Among her ancestors were Pete Harrington, who helped throw over the tea in Boston Harbor, and Captain John Vinton, connected with the Vintons of the Massachusetts Horticultural Society, and himself one of the most prominent yeomen of Revolutionary days.

Miss Gill lived at the family home, 28 Ashland street, Medford, for sixty-one years and during twelve years was a teacher in the public schools. A graduate of the High School, taking also an extra year of study in the classics, she had developed a fine literary and historical taste, becoming an interesting writer and an earnest student, especially along historical and genealogical lines, in which she was an expert. She was a life-long member of the Mystic Congregational Church and always a loyal participant in its activities as her strength allowed; also a member of the Massachusetts Horticultural Society, where her mother, Ellen M. Gill, was so remarkable a figure in her culture of flowers for many years. Miss Gill was a charter member of the Sarah Bradlee Fulton Chapter, D. A. R., a member of the New England Historical and Genealogical Society, also of the Society for the Preservation of New England Antiquities. Prior to her removal from Medford to Waltham her health had failed and in Waltham she entered a private hospital where, after many months of weakness and much suffering at times, she finally passed away.

In all this later experience she was upheld by her patient and cheerful spirit and her strong Christian

faith. Always a great reader, toward the end she could only be read to and found then her chief comfort in the Bible and Whittier's poems, her especial favorite being his "Eternal Goodness."

As Miss Gill's church minister for thirteen years, and her next-door neighbor for nearly as long a time, the writer can bear full witness to her fine and interesting mind, her sympathetic nature and her Christian courage, faith and cheer.

GEORGE M. BUTLER,

First Congregational Church, Dedham, Mass.

AN APPRECIATION.

The editor wishes in this limited space to express appreciation of Miss Gill's work in the Historical Society and REGISTER. Rarely absent from a meeting, she was its capable secretary for some years; *always* a *ready* helper. Her contributions to our pages number some thirty articles, the result of careful study, and may be confidently referred to for information of Medford events and people. Her suggestions led others in lines she had not time or strength to follow, but in whose work she had much interest.

The initial contribution to our building fund, though anonymous, may have been hers. Her failing health at last prevented her meeting with us there, and her last visit was an unexpected one while being taken out in her wheel-chair by her attendant. She came into our assembly hall, enjoying a rest for a little time, but not into the upper library, where she would have found her greater delight.

Among her writings is (in Vol. XIX) "Lafayette's Visit to Medford," just a century ago. Her last, in the REGISTER, Vol. XXV, "At Medford's Civic Center," noted some facts not earlier presented.

Her last written work was for the seventy-fifth anniversary of her church, "The Women of Mystic Church."

She was unable to read it herself, as she hoped to do, but it was a notable and worthy tribute to her associates there. She *enjoyed* her work, and in that was one of the secrets of her success.

THE SOCIETY'S MEETINGS, 1921-22.

The opening meeting of the season was on October 17. Several members gave accounts of summer vacation experiences, a letter from Mr. Remele (who had recently removed to California), telling of scenes there was read and listened to with interest.

Miss Hila Helen Small of the High School staff then gave an instructive and interesting address on Dante.

On November 21 was the "Thanksgiving Time Meeting." President Ackerman spoke of contrasts between 1621 and 1921 and read of the first Pilgrim thanksgiving day.

Master Kenneth Ames and Miss Dorothy Richards read peace selections from the poet Whittier, and this part taken by our young visitors was much appreciated.

While the assembly stood, announcement was made of the recent deaths of two long-time members, Rosewell Bigelow Lawrence and Leonard Jarvis Manning.

At the meeting of December 18 Mrs. Mary Soule Googins, a member (and Mayflower descendant from George Soule) read an interesting paper, "The Women of the Mayflower," which is in REGISTER, Vol. XXVI, p. 25. The "Bay Path" following the Indian trail to Connecticut was also considered.

The annual meeting was on January 16, 1922. It was certainly a "Lodge of Sorrow." The members stood while the president again announced the passing away of Messrs. Lawrence and Manning, followed by those of Miss Agnes Wyman Lincoln, Charles Nelson Jones and John Henry Hooper; a series of great losses to the Society and unprecedented in its history.

A letter from Miss Lincoln, written at the hospital, regretting her inability to attend the December meeting, and hoping for further service with us, was read and, enclosed in glass, was presented for preservation.

Especial mention of the interest and service of all was made by members present; especially of the long life and public service of Mr. Hooper and his contributions to Medford history in the REGISTER's pages.

Discussion of publication followed; reports of officers for the past year were read and accepted, and the present board of officers re-elected; all suggestions made were referred to the directors for consideration.

On April 17, 1922, occurred the next meeting, those of February and March having been omitted, by vote of directors. Delegates from the G. A. R., W. R. C. and the D. A. R. were present. The American Legion and the Spanish War Veterans were also invited but were not represented. The speaker, Mr. Harlan P. Knight (of Somerville Historical Society), gave a most interesting address on "The Flags of our Country," illustrated by lantern slides showing a succession from that of the Norseman to that of the Allies in the World War.

The May meeting, on the 15th, was addressed by Capt. Lemuel Pope of West Medford, who told of the "Battle of Mobile Bay," and who presented the Society with an oil painting, executed by a friend of his who was there in the action. It shows the various ships in line, that of Admiral Farragut being the second.

The records show quite a number of accessions to our collection at this time, and a few new members.

The library has had its usual increase, some volumes of local history, but mainly by the REGISTER's exchanges.

Some change in publication was contemplated by the directorate but found impracticable and the REGISTER has been published as usual.

SEASON OF 1922-23.

No meetings were held in June and September as was expected, and the season opened as usual with that of October 16, 1922. Mr. J. Stevens Kadesch, principal of Medford High School, gave a very interesting address on "Humor as Expressed in Dickens' Novels."

A number of gifts to our collection were received and displayed, among them an Indian tomahawk found at West Medford by the late Samuel Teele.

The November meeting was held on the 20th, in the vestry of the Mystic Church, which had recently celebrated its seventy-fifth anniversary, and the exercises were pertinent thereto. Fred H. C. Woolley was the speaker, his subject, "Ship Street and Galen James." Our secretary notes it thus: "A vivid account of the street as he knew it in the '70s, illustrating his talk with his own drawings of its houses and ships at the shipyard. On the blackboard he drew a vessel in construction, explaining as he proceeded; also pictures of Deacon James' horse and carriage and of the deacon on foot, with high hat and shawl, carrying a cane. A sketch of him in a sleigh, accompanied by the real sleigh-bells seemed like a real sleigh-ride." Messrs. Curtin and Cushing and Mr. and Mrs. Leavens participated in the half-hour of reminiscence which followed.

The December meeting on the 18th was also held, for convenience, in the Mystic vestry. Prof. Arthur I. Andrews spoke on "The Balkans and United States' Influence There," illustrating with views taken by himself,—a most excellent address but not largely attended.

The annual meeting was held on January 15, 1923, in the slave quarters of the Royall house. It proved to be a very cold night and but few were present, some coming the long distance from Stoneham and Newton.

The usual reports were made, but election of officers was postponed.

February 19. Weather conditions bad and fuel conditions worse. A slight increase in attendance. Election of officers and interests of society discussed.

The March meeting on evening of 19th was at the close of a rainy, dismal day. Fourteen (including three visitors from Somerville society) braved the sudden cold to attend. Miss Marion Hosmer, West Medford, read an interesting story of the old Woburn road and the Count Rumford house at North Woburn, which is preserved and owned by the Rumford Historical Society. Her mention of the "Jug Baptist church" in Woburn elicited inquiry, and Mr. Mann, who is conversant with its history, told something of it and how it got the name.

April 16. A general discussion of April events to make note of occupied this evening.

May 21. The heavy rain of the day ceased at night-fall but for only two hours, and the closing meeting was but lightly attended, those present coming the longest distances.

Rev. Anson Titus of West Somerville spoke on "Jim Franklin, Ben's Big Brother," making special reference to Samuel Hall of Medford, "spiritual heir" of James Franklin who married into the family and printed the *Essex Gazette* in Revolutionary days. Mr. Titus' instructive paper appeared in REGISTER, Vol. XXVI, p. 42.

A RADIOGRAPH.

Over in Malden is living Rev. E. Stuart Best, the Methodist clergyman who came to Medford sixty-nine years ago and who expects to attain his one hundredth birthday in September.

By radio he heard something from the great conference at Springfield, with difficulty at first, but soon there came to him the grand old hymn,

"Faith of our fathers, living still."

He at once joined in the song with delegates from the ends of the earth,

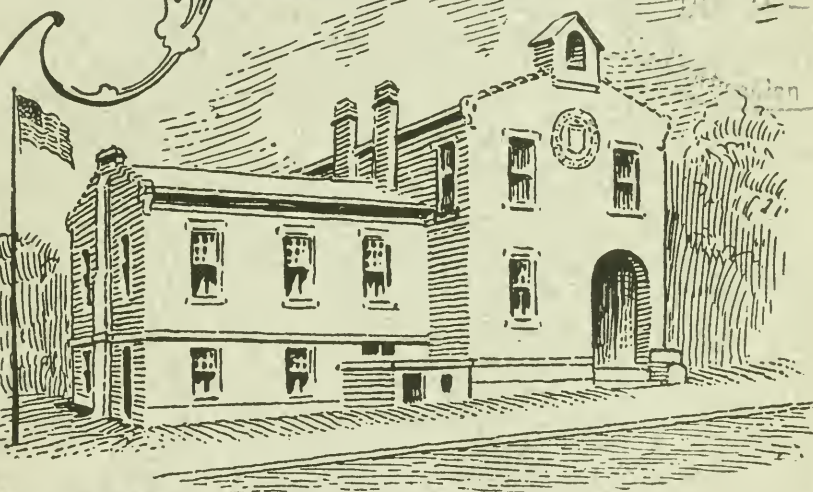
"O how our hearts beat high with joy."

—a wonderful experience possible to him in his latest days.

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[No. 3.]

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JOSEPH C. MILLER, JR.

MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

Editor, MOSES W. MANN.

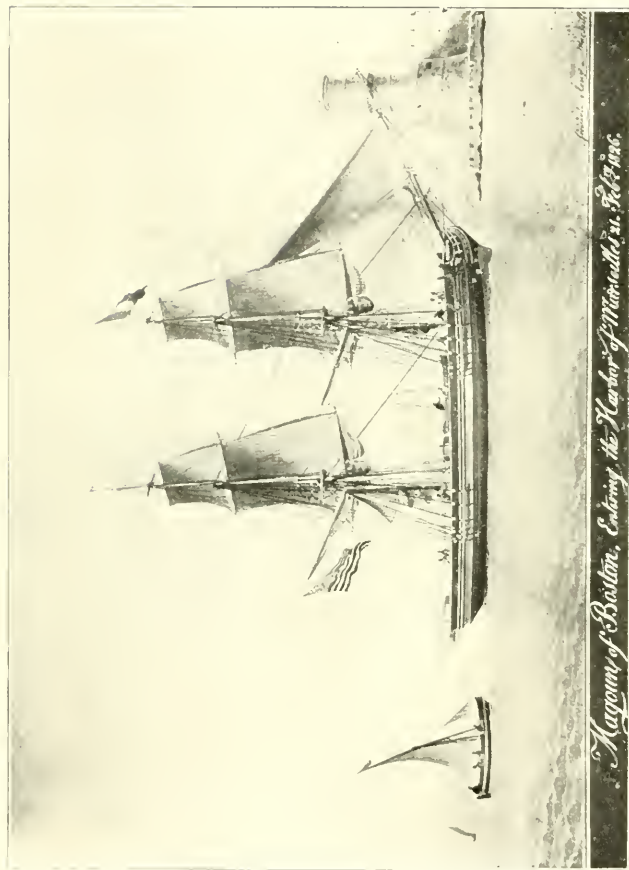
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FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in
the city of Medford, Mass., the sum of _____ Dollars for
the general use and purposes of said Society.

(Signed) _____



BRIG "MAGGON," 180 TONS, BUILT AT MEDFORD IN 1825.

From a water-color by Frederic Roux painted at Marseilles in 1826.

Original painting owned by Charles H. Taylor, Boston.

Courtesy of Peabody Museum, Salem, Mass.

The Medford Historical Register.

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SEPTEMBER, 1924.

No. 3.

MY REVOLUTIONARY ANCESTORS

MAJOR JOB CUSHING

LIEUTENANT JEROME LINCOLN

WALTER FOSTER CUSHING

COMPILED BY ELIZABETH CUSHING LINCOLN

THE History of Hanover, 1853, says "Few families in the country have been more celebrated than the Cushings, and probably no other has furnished more judges for our Probate, Municipal and Supreme Courts. In all the branches it has been highly respected, and it still maintains its ancient reputation." I quote now from another book, "The Genealogy of the Cushing Family forms of itself almost a synopsis of the colonizing and early settlement of the New England States and the best and purest of its stock, the Puritans. We read as in a history, the mode of settlement, the organization of local and general officers for the regular administration, civil and military, of the affairs of the colonies and the origin of the causes which led to the struggle for independence. In the halls of the legislature, in the administration of the laws, and in all the religious controversies of the time in which they lived, the members of the family appear pre-eminent."

It was a matter of no difficulty to trace the descendants of the early settlers down to the present day, and I am indebted to the Cushing Genealogy by Lemuel Cushing for the following facts.

The derivation of the name is somewhat uncertain. The present form is used by all the descendants of Matthew Cushing, who came to America in 1638. Before the sixteenth century, however, it was variously

written. In deeds, wills and charters still extant in Norfolk county, England, referring to the direct lineal ancestors of Matthew, we find Cushyng, Cosyn, Cussyen. Before the fourteenth century it was spelled Cusyn — the final "g" does not appear until 1500.

The Cushings of Norfolk, England, were entitled to bear arms for many successive generations through the holdings of the manor of Chosly, Hardingham. The arms are found on the tombstone of Lt.-Gov. Thomas Cushing, in the Granary burying ground, Boston, dated 1788. The motto, "*Virtute et Numine*" (by valor and divine aid), is in general use.

William Cushing was born during the fourteenth century. He was either the son or grandson of Galfridus Cushyn of Hardingham, Norfolk county, England, who is mentioned in the subsidy roll for Norfolk in 1327. He added to the original estates of Hardingham the estates of Hingham, and these were inherited by his son Thomas. Son Thomas was born in the latter part of the reign of Richard II, 1377-1399. A deed contains his name, dated 1466.

His son William, eldest son and heir, lived in Hingham, England. His long and explicit will was dated 1492 and was proved in the Bishop's Court in 1493. In ancient deeds he is styled "Gentleman."

William's oldest son, John, also owned properties in Lombard street, London. He is called "Gentleman" in a survey of the manor of Flockshrop in Hardingham. He is mentioned in the subsidy rolls of Henry VIII.

Thomas, second son of John, inherited the homestead.

Peter, son of Thomas, moved to Hingham in 1600 and married Susan Hawes. The parish register begins with his name, and the notation, "He was one of the first Cushings to become Protestant."

Matthew, son of Peter and Susan Hawes, married Nazareth of the famous family of Admiral Pitcher of England. For the first fifty years of his life he lived in Hardingham and Hingham. In 1638, however, he, with

his wife and five children, sailed on the ship *Diligent* for America. There were one hundred and thirty-three passengers, among whom was Robert Peck, M.A., rector of the parish of Hingham, England. The occasion of their departure seemed to have been trouble in church matters. The rector, with the sympathy and aid of most of the emigrating party, had pulled down the rails of chancel and altar and leveled the latter a foot below the church, as it remains to this day. Being persecuted by Bishop Wain, they sold their estates for half their real value and determined to find a new home.

The party landed in Boston August 10, 1638, and immediately proceeded to their destination, Bear Cove, now Hingham, named for the home of the Cushing family in England. Here they found Samuel Lincoln, also from Norfolk county, England, who had come to this country with his wife and eight children the year preceding. From his eldest son, Samuel, descended Levi Lincoln, Attorney General of the United States and Lieutenant-Governor of Massachusetts.

From Daniel Lincoln, the second son of Samuel Lincoln, who came to this country from England, are descended the Cohasset Lincolns, my ancestors, who married into the Cushing family.

From Samuel's third son, Mordicai, came Abraham Lincoln.

To go back to the colonists at Hingham: At a town meeting in 1638, a house lot of five acres on Pear Tree hill, Bachelor street, now Main street, was given to Matthew Cushing and it continued in possession of the family until 1887. Matthew was early engaged in the affairs of the town and was deacon in Reverend Hobart's church.

His eldest son, Daniel, inherited, as the custom was, most of the property. He married Elizabeth Jacob. He was an active magistrate for many years and town clerk of Hingham in the years from 1680 to 1695. He was delegate to the General Court.

His son, Matthew, married in 1684 Jael Jacob. He was known as Lieutenant, afterward Captain. He was also a selectman. In his will he left his estate in Hingham to the eldest son, but to son Samuel (my great-grandfather) land in Cohasset; to son Job, money for Harvard; and for daughter Jael, three hundred pounds — she was to be well educated.

Lieutenant-Governor Thomas Cushing was of this family. He was born in 1725, was a friend and co-worker with Adams, Otis and Warren, and was made Lieutenant-Governor of Massachusetts in 1779. Until his death he was a member of the Provincial Congress. He declined a seat in the Continental Congress in 1799.

William Cushing, born in 1732, was Chief Justice in 1777. He was the first to hold office under the free government of the Commonwealth. At the beginning of the Revolution he alone, among the high in office, supported the rights of the Revolutionists. He administered the oath of office to Washington at the beginning of his second term, he being senior justice. He was accompanied on his circuit by Mrs. Cushing, followed by his slave, Prince. He was the last Chief Justice to wear the large wig of England.

Honorable Caleb Cushing, Judge of the Supreme Court, 1852-1857, Attorney General of the United States, was one of the Counsel at the Geneva Congress. He was also Minister to China.

Luther Sterns Cushing was Judge of Common Pleas and author of the Cushing Manual.

The hardy and sturdy Englishmen, to the number of about twenty thousand, who became so disgusted at the unjust treatment from the ruler of the mother country that they left England, established their new homes in a wilderness. Most of them were seized with the colonizing fever between the years 1630 and 1640. According to an order passed by the Massachusetts Bay Company in England in the year 1629, anyone was allowed fifty acres of land wherever he chose it, if he would cross the

Atlantic at his own expense. Bear Cove in Hingham was the place selected by my ancestors. The Massachusetts Bay Company owned all the land as far south as Plymouth Company. Accordingly the Colonial Government granted twenty thousand acres, as far back as Weymouth, to these settlers. The land was divided between them. All cedar and pine swamp land was reserved on account of the timber and no man could sell his land without offering it first to the town.

They soon learned how to raise Indian corn and planted grain and vegetables from foreign seed. Apple trees were set out and currant bushes planted. Their clothing was badly worn and their supply of money about exhausted, according to an old diary of the family.

A grist mill at Weymouth was the nearest place to grind corn; it was a long, weary trail. Horses, cattle, sheep and goats had been brought from England. In 1638 the first selectman was appointed and at first it was hard to get the people to the town meetings until a fine of one peck of Indian corn was imposed on everyone who did not attend. There was a fish weir placed at the stream and it is still called Weir river. Plenty of fish was to be had, but the men who planted the weir were allowed to sell the fish for no more than ten shillings six pence a thousand. The first houses were very primitive. For half a century boards and timbers were made out of their forest trees. The tools came from England but the nails were hammered out by native smiths. Bricks were made from native mud and sand. It was an age of colossal chimneys.

Young couples, sons and daughters of the Hingham planters, were given land at Cohasset. Among them, Daniel Lincoln was the first to be found on the Hingham records. Samuel Cushing soon followed and built his house on the hill. He was taxed for twenty-six acres of land. Daniel Lincoln, my ancestor, and his wife Elizabeth, two little boys, Hezekiah and Obidiah, and daughter Elizabeth, had the first home there. He lived here forty years.

About this time the younger brother, Mordicai, ancestor of Abraham Lincoln, settled two miles away. He was too enterprising to remain a farmer and soon established mills upon Bound brook, where it flows between Scituate and Cohasset. Before he died he became the proprietor of a grist mill, sawmill and iron smelter with its forges. There is a tradition in the family telling of his exploits in utilizing this stream. He built three dams. He would shut up one until a good-sized pond was formed. Then on Monday and Tuesday the mill would work under full power. The water then passed on down stream and was caught at the second dam for Wednesday and Thursday, turning the wheels of the second mill. Again at Bound brook dam, the water would work for Friday and Saturday, when it found its way to the ocean.

One of the first homes was that of Israel Nichols, who married Elizabeth, the daughter of Daniel Lincoln, and what is now Jerusalem road was the shore trail between the two homes.

The hardships of the early settlers can be imagined. Coarse garments, poorly cooked food, no carpets, no pictures, small candles, no wagons, no streets — only rutty cart tracks. Wild animals abounded in 1648. The town offered a bounty of twenty shillings to anyone killing a wolf. There were many wolf pits dug. Food in most families was coarse, and the housekeeper worked miracles of cookery. Indian pudding from brick ovens, with rye and Indian meal stirred into a pot of boiling water, appeared in the morning; milk, or later molasses, was eaten with it. Before the days of the Revolution, potatoes were seldom seen, but fish was plentiful, and fruit for the gathering. A story that has come down through the generations tells an amusing incident: A faithful slave of Samuel Cushing had tried in vain to catch those who robbed a favorite pear tree. When about to die he asked to be buried under the tree so he could see who stole Massa's pears.

The flocks of sheep on the hills provided the family with the homespun clothing. Carding at first was done at home with card combs made by fastening wire strands to a slab of wood. Soft cotton sheets were unknown. One of the well-to-do families had in the inventory of household goods one sheet, as late as 1730. Some settlers wore silk but before the Revolution the garments were made of wool and flax. Towels made of this flax are still in existence. Farmers' boots were part of their cattle. They were kept soft and pliable by the use of tallow.

The early settlers of Cohasset were forced to pay taxes on the Hingham church and help support their minister. Church-going was a universal custom. There isolated farmers met together to talk over the affairs of the town. The ride to Hingham was long and weary, so the fortunate owner of a horse would share with his neighbor. He, with his wife on a pillion, would help his neighbors by the old-fashioned way of riding and tying. The first couple would ride half the distance, then dismount and tie the horse to a tree and walk. Meanwhile the second couple soon reached the horse and rested on his back to the meeting-house. It was long before the church of Hingham would allow the precinct of Cohasset to have its own church. But money was collected and a meeting-house was built in 1760.

The pulpit was supplied by young men being educated at Harvard College. Many Saturday mornings a young student might be seen starting on horseback for Cohasset. The fees were thirty shillings per day if "he couldn't be had under." Nehemiah Hobart was the first minister settled in Cohasset. A few of the congregation could sing a little but Mr. Hobart could preach a great deal, so a long service was carried through. After a noon hour of social intercourse with refreshments, the afternoon service was held.

Now there were living in Cohasset at this time two young men friends. One was Job Cushing; the other

was Jerome Lincoln. They went to college together and they were both in the state militia. Job was the youngest son of Samuel, one of eleven children. Jerome was the grandson of the little boy Obidiah Lincoln who has been mentioned before.

When the news of the battle of Concord reached Cohasset nearly every man in town, able to bear arms, was ready to spring into battle. The town voted to buy a hundred weight of gun powder and five hundred flints for the old flintlock guns, which had been used by the militia of the town, and also voted to provide a hiding place in the meeting house to store the same. My Revolutionary ancestor, Captain Job Cushing, was getting the militia into shape for marching as fast as it could be done. Among his company was Jerome Lincoln, my other ancestor. The first company of soldiers were quartered in Roxbury, at the fort on the hill, making the extreme right of the American lines. They were part of the motley crowd of sixteen thousand patriots bent on pushing the British army of ten thousand drilled troops out of Boston. Job Cushing was an active captain throughout the war, in the state forces. In 1781 he was commissioned major and had command of the Second Suffolk regiment.

One of his lieutenants was Jerome Lincoln, whose name appears on the muster roll of Captain Cushing's company for two months' service. He was next with Colonel Gratan's regiment and was stationed at Hull. Again we hear of him in the Jersey campaign, camping that dreadful winter, and he was in the battle of Morristown. Needed clothing was sent him by his family.

Neither young man married until after the war. Jerome Lincoln married Elizabeth Lincoln and there were fourteen children. Jerome applied for a pension at the age of seventy-nine. Major Job Cushing married Abigail Pierce of Scituate. There were four children, Job Cushing, Jr., being the eldest. This son, Job, married Elizabeth, daughter of Jerome Lincoln. She was

the twelfth of the fourteen children. They were my grandparents. My father, Samuel I. Cushing, was the son of this marriage.

My Grandmother Cushing has told of her young brother, Isaiah. He was on the fishing schooner "Nancy" that started out on a risky voyage in September, 1814, but she was captured by the British. The captain and Isaiah Lincoln were taken to Halifax as prisoners of war. Because he would not fight against his country he was kept in prison, the British claiming that all who spoke English were British subjects. He died in prison, although he had a certificate of American citizenship signed by General Benjamin Lincoln. A copy of this certificate is in possession of the family.

After the close of the Revolution many of the officers and soldiers who returned to their homes kept some of the habits of military drill in companies of militia, organized under state law. The citizen soldiers had been the only standing army of our colonies previous to our independence. As early as 1641 the Massachusetts colony had required the "train band" of every town to be exercised eight days in every year, each man with a musket. Trees had been left standing on the common for the militia to dodge behind in mock warfare with the Indians. Their service in fighting the battles of the Revolution was in some cases most illustrious. During the Revolution our state militia was at first the only regular soldiers, but as soon as Washington was appointed General by the Congress in Philadelphia in 1775, he organized the Continental Army. The militia forces operated frequently with the Continentals but they were subject to the authority of the state, not to Congress.

OLD SHIPS AND SHIP-BUILDING DAYS
OF MEDFORD.

CHAPTER IV.*

After the War of 1812, the northwest fur trade gradually declined for various reasons, the gradual extermination of the sea otter and competition by the British and Russians being the principal ones. By this time, cotton manufacturing, encouraged by the embargoes and by the War of 1812, and later by a protective tariff, had increased enormously and a considerable amount was sent to the Far East as cargo. There was more specie in the country by this time, too, and this could be sent. The trade in sandal-wood was also developed. Previously the sandal-wood had been preserved almost religiously, but on the death of King Kamehameha, his son, Likoliko, who succeeded him, proceeded to realize on this preserve and stripped his domain, which he bartered for liquor, clothes and vessels. For several years it proved a very lucrative trade until the supply was exhausted and a drug on the Canton market. The brig *Thaddeus*, commanded by Capt. A. Blanchard of Medford, carrying the first missionaries, had landed at the Hawaiian Islands. Captain William Hall of Medford, who afterwards commanded several Medford ships, made his first voyage as cabin boy on the *Thaddeus* and wrote home a vivid account of the landing. They were received by the chiefs and dignitaries, who were arrayed in miscellaneous feminine apparel which an enterprising trader had bartered a short time previously.

The *Jones* and the *Tamahourelaune* were built in Medford and sold in Hawaii for sandal-wood. The History of Medford says they were taken apart and sent out in the *Thaddeus*, but this is probably incorrect, as Morison in an article on the Hawaiian trade gives reliable evidence that they were *sailed* round.† The *Jones* was renamed the *Inore*.

*The names of Medford-built ships are italicized.

†Morison. "Boston Traders in Hawaiian Islands." Mass. Hist. Proc. Vol. 54, p. 29.

Among the Medford-built vessels engaged in the northwest and China trade at this period were the *Arab*, *Louise*, *Pedlar*, *Lascar* and *Triton*.

Bryant and Sturgis sent the *Sachem* round to California for a load of hides. This was the beginning of a trade which grew to large proportions and which ten or fifteen years later was described so vividly by R. H. Dana in that masterpiece, "Two Years Before the Mast." The brig *Pilgrim* in which he went out was built in Medford and the ship *California* which they helped to load was also. Dana gives the following description of her: —

She was a good substantial ship, not quite so long as the *Alert*, wall-sided and kettle-bottomed, after the latest fashion of south shore cotton and sugar wagons, strong too, and tight and a good average sailor, but with no pretensions to beauty and nothing in the style of a "crack ship."

This trade in hides was very profitable and the story of the hardships and dangers connected with it is told in a vivid manner.

THE *Paul Jones*.

Between 1830 and 1840 there had been a great improvement in the design of vessels which greatly increased their speed. Among them was the ship *Paul Jones*, built by Waterman and Ewell at Medford in 1842, of six hundred and twenty tons, and owned by John M. Forbes of Boston and Russell & Co. of China. She was the perfection of the Medford clipper type of 1830, and the fastest vessel of her time, with the exception of the "Natchez."

The *Paul Jones* was commanded on her first voyage by N. B. Palmer. Captain Palmer was born in Stonington, Conn., on Long Island Sound, in 1799, and came from distinguished colonial ancestry.

At the age of fourteen he shipped on a coasting vessel and continued in the service until he was eighteen, when

he was appointed second mate of the brig "Hersilia," bound somewhere about Cape Horn on a sealing voyage. These sealing expeditions were also, at that period, more or less voyages of discovery. For years there had been rumors of a mythical island called Auroras, embellished with romance and mystery by whalers, and described as lying away to the eastward of the Horn. On this voyage the story of how in search of whales, he, like Columbus, discovered a continent (the Antarctic Continent) is told in a history of his life by John Randolph Spears.

On her first voyage the *Paul Jones* in 1843 sailed from Boston for Hong Kong, January 15th, crossed the equator twenty-six days out, was fifty-four days to the Cape of Good Hope, eighty-eight days to Java Head, and arrived at Hong Kong one hundred and eleven days from Boston. In 1848 this ship made the run from Java Head to New York in seventy-six days.* Later she was used in the ice carrying trade.

Frederick Tudor, after twenty-eight years' struggle and experimenting, had built up an ice exporting business. After numerous failures, he had by 1812 built up a small trade with the West Indies. The war wiped him out. After the peace of Ghent he obtained government permission to build ice houses at Kingston and Havana, with a monopoly of the traffic. It began to pay, and between 1817 and 1820 he extended the business to Charleston, Savannah and New Orleans. He extended the business to the Far East later, and the *Paul Jones* carried the first cargo of ice to China. Tudor first shipped ice from his father's pond in Saugus. Later he had ice houses on several of the large ponds nearby, among them one at Spot Pond. People thought he was mad, and seafaring men thought such a cargo would melt and swamp the vessel. It was with difficulty he could get a crew. Tudor experimented with various material for filling, rice and wheat chaff, hay, tan bark, and even coal dust, until he finally decided on sawdust.

*Captain Arthur Clark, Clipper Ship Era.

Previous to the War of 1812 there had been very little improvement in the design of merchant vessels, and their shape was little more than a box with the corners rounded off. The Baltimore clippers were the first to improve the models by giving them long, easy water lines, and it is said that they took their ideas from the French luggers during the Revolution. But they were small vessels, and their large amount of dead rise and their having much more draft aft than forward made them unsuitable for larger merchant ships. The "Ann McKim," a vessel of four hundred and ninety-three tons, was built on these lines and she is sometimes considered the first of the clipper ship era. But she was unsuitable for a merchant vessel for the reasons given, which made her cargo capacity limited, and there was never another vessel built on her lines, although she influenced the improvement in design which took place in the next decade.

CLIPPER SHIPS, 1830-1848.

Morison gives the Medford builders a large share of the credit for the improvement in vessels in this period. He says: "The finest type of the period was the Medford or Merrimac-built East Indiaman," and "After 1815, the vessels that he built for the China trade gave Thatcher Magoun a reputation second to none among American ship builders, and 'Medford-built' came to mean the best"; and also, "The Medford builders, in particular, had quietly evolved a new type of four hundred and fifty tons burthen which, handled by eighteen officers and men, would carry half as much freight as a British East Indiaman of fifteen hundred tons with a crew of one hundred and twenty-five and sail half again as fast."

The *Rajah*, built by J. Stetson at Medford in 1836, five hundred and thirty tons, one hundred and forty feet long and thirty feet beam, is cited as a fair specimen of our best freighting vessels.

Deacon Samuel Train in partnership with his brother

Enoch had built for them the largest vessel up to that time, the *St. Petersburg*. She was built by Waterman & Ewell in 1839, and was one hundred and sixty feet long, thirty-three feet broad and eight hundred and fourteen tons burthen. She had the painted ports and square stern of a New York packet-ship, and had such beautiful fittings and accommodations that she attracted crowds of sightseers at every port. Richard Trask of Manchester, her master and part owner, was one of the dandy merchant captains of his generation. After arranging for the return cargo at St. Petersburg and visiting his friends, he would leave the vessel in charge of the first officer and return via London by steamer.

The word clipper means swift and clipper ship is one designed primarily for speed. Although vessels of this type were designed to carry large cargoes, they were so much faster than others of that time that they are usually referred to as the clipper type of 1830.

—HALL GLEASON.

WILLIAM J. BENNETT MEMORIAL

May 11, 1924

Once more we are gathered to dedicate a war memorial. The great conflict which waged across the seas in the spring days of six years ago is fading into the past. With it, too, is receding the wave of disturbance that following in its wake affected even this countryside that lies along the Mystic. We who live in this neighborhood were distant in fact from the front. In fancy, however, we were near it, for from homes that lie about this delta into the shifting line of battle went in numbers Medford boys who grew up in our midst. From one home nearby into the citizen army went William J. Bennett.

Within sight of this shaded corner he was born; by this delta he passed as a school boy to and fro; from this neighborhood he went on to college and came back

trained in mind and body, fit for life and for success. Four years later, in September, 1918, that citizen soldier gave up his life near Toule, in France, stricken with fatal wounds while in the performance of duty.

It is significant that this tablet is dedicated so long after his final enlistment. It is in truth significant of the fact that memory does not fade with the passing of years, neither the memory of friends who knew him nor of the community that was his. In this dedication the City joins. This spot was, in fact, the first set apart by Medford as a beginning of its parks. This tablet here in this public space stands as a tribute of friends and neighbors. It stands, too, like the rock on which it is set, as enduring proof that the Republic holds in grateful memory those who serve her.

I shall not undertake to speak of Bennett as those may do who were associated with him as civilian and soldier. His civilian life ended with his enlistment in the army. He had hardly time to be more than school boy and college student, but these years of his clean young manhood brought him to the threshold of life marked as one for whom his fellows had admiration and affection. Of the Bennett of his college days who gained distinction in class room and campus, Professor McCollester will speak. Of the Bennett who still a youth became Master of Engineers in Company A of the 301st, Colonel Whipple may tell. It is for me to say for his home city that we gratefully dedicate this public delta to the memory of this citizen soldier.

The place is appropriate for in this neighborhood he lived. Here at home shall his name greet both friend and stranger. Indeed, the stranger in passing becomes his friend. Is it not so with the soldier tablet wherever placed? Before the public school where Bennett made his mark as a school boy is the honor roll memorial bearing his name among the two thousand that went from Medford into the Great War. Scattered over the serene slopes of Oak Grove are the names of youths of

an earlier generation who fell in the Civil War. In the ancient cemetery on Salem street lie the heroes of the Revolution. Before the tablets that bear the names of those soldiers who belonged even to an earlier generation unknown to us, in the human heart conscious of their sacrifice arises a sense of obligation that makes us a friend of each of them. So it shall be here in future years. When strangers pause to read this inscription there will instinctively rise the figure of an upstanding youth who, at the age of twenty-five, gave up his life for them. It meant much to him to have friends. Shall it not mean much to those who lost him that through the coming years as long as this tablet stands these friends become an unending legion?

From this neighborhood in our time Bennett, the citizen soldier, went out in defense of liberty. In so doing he upheld the traditions of this region. For this is historic ground. Here came in the days of Sagamore John the English settlers who, in founding the Commonwealth, were both citizens and soldiers. The very street in front of us takes its course from the trails followed in Indian days. This way to the fish weirs at the Mystic became in later times the road to Menotomy. The street behind us, as the colony grew, as early as 1660 became known as a road around the woods. In all the years, through the slow growth of the settlement from the days of the Indian village to those of the colonial town and until the Republic was founded, the citizen soldier here established the tradition of service and sacrifice, to which this soldier of our time was true in his day.

By this spot, on the night of the nineteenth of April, 1775, rode Paul Revere. By this corner trooped the Minute Men of Medford on their way to Lexington. Near the old slave wall on Grove street, in the midst of fertile fields and woodlands, stood the house of the Reverend Edward Brooks. He, too, went over to Lexington on that morning and by this corner in full bot-

tomed wig rode on horseback, his gun on his shoulder. From the garret window of his house his son, Peter, who later set out these trees which shade us, at the age of eight heard the guns of the British at Menotomy and saw them glisten in the sunshine of that spring morning as the Redcoats marched toward Lexington. Here in the afternoon of that day, as the Minute Men came back down the road from Lexington, Abigail Brooks, patriot wife and mother, served chocolate—chocolate, no tea. The very ground where now we gather is alive with patriot memories of those stirring times which the citizen soldier made memorable.

Indeed, in the century and a half which has passed since that time, Medford has given her best to their ranks. In 1789 General Washington inspected the troops at Cambridge. Seeing the Medford Company on parade, he took great pains to ask General Brooks what corps it was, and, so history says, passed a high compliment upon it. In the line of march today are the 101st Engineers—among them our own Company E. It may with truth be said that in its seventy years the men of the Lawrence Light Guard have served with distinction from Bull Run to St. Mihiel.

Thus, in the earliest days was founded the tradition of which Medford is proud. Thus, at intervals in intervening years, whenever the curtain of time is drawn back, we glimpse the unending line of citizen soldiers marching on. In that moving column, the colonial blue and buff blends into the navy blue and again into the khaki. There we discern Bennett marching among the youth of our own day into the Great War now ended. As he gathered up his soldier's equipment and joined that great company, as he gave up his life in the midst of conflict, he upheld the tradition of his city and his neighborhood. This tablet, through his name that it bears, symbolizes both the proud tradition of the city and the response that was his,—the response of eternal youth.

—RICHARD B. COOLIDGE.

THE DELTA, 1822 — BENNETT DELTA, 1924.

By dedication of Bennett memorial tablet on Sunday, May 11, 1924, the triangular park at junction of High and Grove streets is officially named Bennett delta. It was laid out and trees planted by its then owner, Peter Chardon Brooks, a century ago, and was styled by Historian Rev. Charles Brooks, "The Delta." It is really the beginning of Medford's park system. The exercises of dedication, attended by a vast throng, though weather conditions were adverse, were well carried out and reported by the local press.

The addresses by military and college officers dealt with the brief career of the young soldier, and our mayor's, which we have presented, with the historic significance of the place. One noteworthy incident, however, he did not mention. Captain "Myles Standish with eight of his valorous army led by their Indian guide" came here, to the house of Nanepashemit, "wherein being dead he lay buried" on September 21, 1621. This was the first white man's coming ere Medford began.

And another: that just across the street, "facing Woburn road" was "the house of Golden Moore," purchased by Thomas Brooks in 1660, and occupied by his son, Caleb Brooks, on his coming to Medford in 1679, and torndown by his grandson Samuel, just a century later.

It was the wish of Peter Chardon Brooks that the estate should remain in the family as long as possible. Not until 1909 was any portion of the Brooks estate (west of the railroad) sold. Then came the erection of numerous houses by the West Medford Real Estate Trust and others, after a resident occupancy of the Brooks families of two hundred and thirty years. And now, in these recent weeks has begun another development of a farther tract, between the railroad and parkway, overlooking Mystic lake. Restriction to erection of none but single or one family residences will ensure this territory as one of the most attractive, the equal of its opposite side known as Interlaken and Morningside.

"THE TELLTALE" OF 1721

In the treasure room of the library of Harvard College is a reminder of one of Medford's early ministers. It is a leather bound manuscript of some sixty pages (three and three-fourths by six inches) of his clear but curious handwriting and on its fly-leaf, "E Turelli Liber."

It reminds one of the text the parson preached from on the Sunday after his marriage to the "handsome brunette," Jane Colman, "I am black but comely, O ye daughters of Jerusalem." Over two-thirds of its pages are the first known college periodical called *The Telltale*, from September 9 to November 1, 1721.

We quote the writer's aspiration:

O that I could now ascend on high and pluck sweet Gabriel's wing and gather thence a quill to write your immortal praises on the Cærulian plains.

We had not time to delve into the various "disputes" of the collegians and theologues recorded, and fear that the editor had his troubles, as the closing writing reads:

Advertisement

Be it known to all Gentlemen who do me the honour to Transcribe my Papers that unless they transcribe them Verbatim (faults & all) Their Liberty shall be retrenched & they Severely animadverted upon. [Signed] Telltale [Seal]

A letter (on Young's Hotel stationery), written by S. Miller, December 17— is inserted, which states "I purchased in last Oct. in Newport and E. Greenwich, R. I., 50 or 60 rare items . . . the little book was in one, for which I paid a very considerable amt. of money."

The remaining portion of the book consists of various observations and dreamy visions, by turning the book about and writing toward the middle. It bears the library mark:

Harvard College
Dec. 23, 1907
Library

Gift of W^m Cary Savage '74
and
Francis Randall Appleton '75

It is now just two hundred years since Ebenezer Turell came to the Medford pulpit which he occupied for fifty-four years.

MEDFORD SQUARE IN 1924

We are presenting a view of Medford square, well worth preserving, as of historic interest. It marks the spot where the settlement of Medford began. Prior to that time it was the haunt of the red man. Salem and High streets have taken the place of the Indian trail, and the fording place of another joined it nearby at the left. At the right was Mr. Cradock's "ferme house," and over this trail came the three Sprague brothers from Salem in 1628-29 and found Cradock's men here at work.

In 1630 Winthrop's men settled on his Charlestown farm, whose northeast corner (the Mystic parkway) is the foreground of the view. Five or six years later, Cradock's agent built here a bridge, ever since maintained in various forms. The teetering draw gave place to two granite arches, since lengthened and widened to present enduring form. Behind the iron fencing of the parkway is the Cradock dam which holds back the incoming tides; and the four of lower height which hold the upper river at a level with the lower Mystic lake. The recent removal of the Bigelow-Porter buildings (seen closely at left of church tower), remind us that the entire left half of the view has been of recent erection; as also both church spires and the refitting of the lower stories of the other half. The "Rotten row" of sixty years ago became "Doctors' row," and that also has met its changes and now gleams in the view in modern stucco.

Eight years have elapsed since the destruction of the city hall and three other buildings made this view possible. In the preceding year the Weymouth (Tufts hall) building, a three-story building and the old Seccomb house were torn down and the so-called "Medford building" erected. In former days Medford square had its skyscrapers of three and four stories, but the modern tendency is to two and one — mostly one.



VIEW OF MEDFORD SQUARE AND CRAIOCK BRIDGE.

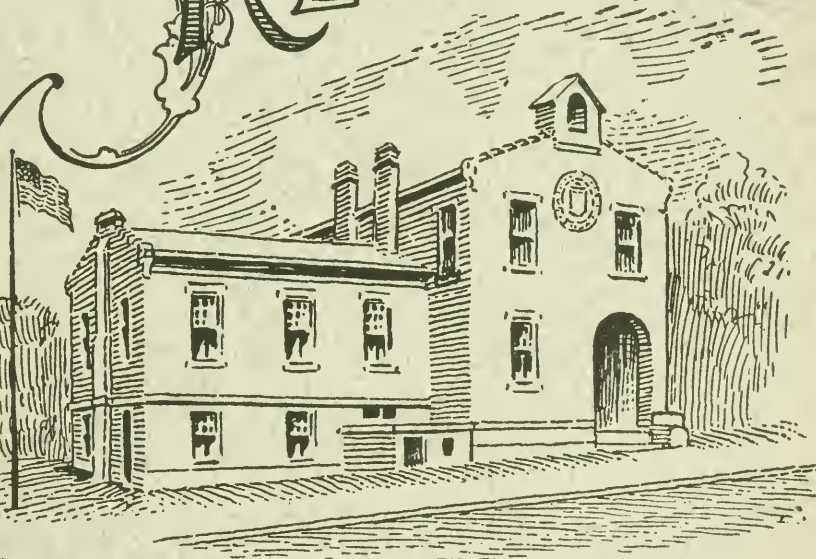
Courtesy of "Medford Mercury."

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JOSEPH C. MILLER, JR.

MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

Editor, MOSES W. MANN.

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I give and bequeath to the Medford Historical Society, in
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the general use and purposes of said Society.

(Signed) _____



LORIN LOW DAME

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THE MEDFORD HIGH SCHOOL UNDER

LORIN L. DAME

RUTH DAME COOLIDGE

IF the history of the Medford High School were a sermon, there could be only one text, and that taken from the words of one of the first committee men of Medford, the Rev. Charles Brooks: "As is the teacher, so is the school." Founded in 1835, the infant high school struggled for ten years under seven different masters, until it fell upon peaceful days under Mr. Charles Cummings for thirty years. Then followed almost twenty-seven years under Lorin L. Dame,—a phenomenal record of fifty-seven years under two masters.

While Mr. Cummings was still teaching his small flock of less than a hundred pupils, the next master was receiving his education in Lowell and Tufts College, from which he was graduated in 1860 with an almost perfect record of scholarship. In the winter terms he had undertaken the short teaching terms then in fashion, and the old town school reports are still in existence, praising the young student teacher in Dracut and Westford. After his graduation, while studying law, he taught in Braintree and there married one of his most popular pupils. Upon this romance came the war, in which the schoolmaster and law student became lieutenant in the 15th Massachusetts Light Artillery, and after the war, again teaching. With his red-lined army cape over his shoulders, the ex-lieutenant had applied for the principalship of the Lexington High School, and moved perhaps by the appearance of the handsome, ruddy-faced soldier as well as by his qualifications, the Lexington school board had accepted the applicant. And

the Lexington school report of 1867 sounds the same note of enthusiastic self-congratulation at the close of the year. From Lexington he was called to Nantucket; next, to Stoneham, and finally, as the report puts it, "the Stoneham High School was robbed of its accomplished principal," and the quarter-century's work in Medford was begun.

There has been no source of information so valuable as that of the old school committee reports. From them one learns to respect anew the sense of civic responsibility, the sound scholarship and sounder judgment of the members of the old school board or the later school committee. In 1876 Mr. James A. Hervey was secretary and supervisor of schools as well. In his delightful report, full of careful reading and more careful reflection, had entered a problem so well stated that it deserves to be quoted at length, especially as it is equally applicable to Mr. Dame:—

The resignation of Mr. Charles Cummings, after thirty years of distinguished service as principal of this school, marks an era in its history. No man has contributed so much as he to bring the school up from its small beginnings to its present position of usefulness and honor. . . . If, in describing the influence which this excellent teacher has exercised over the youth of this town, we should quote the words of old John Lyly, written three hundred years ago, setting forth the considerations which should govern a parent in the selection of a tutor for his children, all would acknowledge their truth, and their beautiful application to the pure-minded man to whom the town has intrusted, for so many years, the sacred charge of its children. We may be excused for giving them here, as we are confident that their quaintness will in no degree impair their meaning or force:—

"It is an old proverbe that if one dwell the next doore to a cripffel, he will learne to halt; that if one be conversant with an hypocrit, he will soone endeavor to dissemble. When a childe shall grow in yeares and be of that ripenesse that he can conceive learning, insomuch that he is to be committed to the tuityon of some tutour, all dillygence is to be had to search for such a one as shall be neither unlearned, neither ill-lyved, neither a lyght person.

"A good and discreete schoolemaster should be such an one as Phœnix was, the instructor of Achilles, whom Pellens (as Homer reporteth) appoynted to that ende that he should be unto Achilles

not only a teacher of learning, but an ensamppe of good lyving. But that is most principally to be looked for, and most diligently to be foreseene, that such tutors be sought out for the education of a young childe, whose lyfe hath never been stayned with dishonestie, whose good name hath never bene called into question, whose manners have been irreprehensible before the world. As husbandmen hedge in their trees, so should good schoolemasters with good manners hedge in the wit and disposition of the scholar, whereby the blossoms of learning may the sooner encrease."

The retirement of Mr. Cummings imposed a responsibility upon the committee of no ordinary weight. The position is not one easily filled, demanding on the part of the incumbent not only scholarship and professional experience, but qualities of character seldom found combined in the same individual. The principal of the High School has a wide constituency, for the whole town has a direct interest in the school; his duties are always difficult and frequently delicate, and require administrative ability, tact and good sense, without which it would be impossible for him to maintain a permanent hold upon popular confidence. The Committee believe that they entered upon the search for a successor to Mr. Cummings with a sufficiently high sense of the requirements of the position, and it is enough to say that after extensive inquiry, in which the claims of candidates residing both in and out of the state were carefully considered, their unanimous choice fell upon Mr. Lorin L. Dame, who had for the previous seven years been principal of the Stoneham High School.

The Board has every reason to congratulate itself upon its decision. Mr. Dame has shown himself to be master of the situation from the start. The work of the school has been quietly and steadily prosecuted, and whatever uneasiness might have first existed on the part of the pupils of the school (and such uneasiness is inevitable under a change of teachers) has quickly disappeared, as they have gained an insight into the character of their teacher, and have learned to recognize his high sense of duty, his thorough scholarship, his professional ability, and his devotion to his work. The order of the school has never been better, and the recent examination has afforded to the Committee the most satisfactory proofs that the school is in the right hands and is doing its legitimate work.

It was under a school committee of such ability and insight that my father began his uninterrupted labor, and the quotation which Mr. Hervey had selected for Mr. Cummings became true of the Medford High School for more than half a century.

There were at the time of Mr. Dame's entrance upon his duties some nine school buildings of twenty-three rooms in the town. The whole number of pupils in attendance was one thousand two hundred and fifty, an average of forty-four regular attendants for each of the rooms. In the high school there were eighty-seven students, and sixteen in the graduating class, among them being the well-known names of Helen Tilden Wild and William Cushing Wait. There were two assistants, Mr. E. P. Sanborn and Miss E. M. Barr. The year following, Mr. L. J. Manning took the place of Mr. Sanborn and the school report records, "Mr. Manning is a graduate of Harvard University; and to sound scholarship and an unusual aptitude for the duties of an instructor he adds the graces of a fine temper and kindly manners." No better summary perhaps could be made of Mr. Manning's influence in the school than the early judgment of this sagacious committee, and they struck the keynote almost as well with another teacher dearly loved and appreciated for over a quarter of a century, Miss Caroline E. Swift, who came to Medford in 1878 on the resignation of Miss Barr. "Miss Swift came to us with a professional reputation already well established, and she at once took a firm hold on the duties of her new position. The Committee observe with pleasure the interest she has awakened in her classes, her thorough methods of instruction, and the excellent results which have followed her labors." No pupil who "took English" under Miss Swift has ever forgotten Macbeth or her reading of "A Midsummer Night's Dream" before class in the morning, or best of all, her wonderful reading of Dickens' "Christmas Carol" the morning before the Christmas vacation.

With this famous trio of teachers the high school conducted all its activities for the next four years. And the activities of the high school were by no means inconsiderable. There were two general courses of study, with additions for the college course. Thus the teachers

covered in the three years' course Latin or French, physical geography, rhetoric, algebra, bookkeeping, geometry, English grammar (review), ancient history, natural philosophy, botany, chemistry, arithmetic (review), English literature, astronomy, and in addition in the four-year course, Greek, English history and ancient geography, while composition, declamation and elocutionary drill continued throughout the courses. It was natural under this program that Greek, Latin and botany should fall especially to the principal, mathematics and chemistry to Mr. Manning, and the English especially to Miss Swift. Botany my father had commenced in Lexington with his pupils, warning them that he thought he should be able to keep a little ahead of the class. It became from that time his favorite avocation. Here his proficiency was such that his book on New England trees is still a recognized authority, and he received the degree of Doctor of Science from Tufts. Of his Greek he was equally fond, rolling the swinging lines of Homer with the zest of a lover, and exacting from his pupils a memorization of various lines which today are not forgotten.

At this time and for many years the system of admission to the high school was through an examination "made as thorough as possible, conducted by the full Board, both by oral and written questions, and occupying the whole of three successive afternoons. It covers the results of the principal studies in the grammar schools, and furnishes, so far as it goes, a pretty thorough test of the acquisitions made by the pupils. The Committee (1878) were gratified with the general appearance of the papers presented by the applicants. A very large proportion of them were neatly, many of them handsomely, prepared, and the text creditably punctuated and spelt. The standard of seventy-five per cent of correct answers is required for admission, and thirty-one of the candidates (fifty-six in all) secured from eighty to ninety-six per cent." Only five of the whole were refused admis-

sion, though the committee announces, "it is the intention of the Committee that no applicant shall be refused admission to the high school who has done the work conscientiously in the grammar schools, and who is intellectually fitted to profit by class instruction."

Yet under this system, terrifying to the present generation, the numbers increased so rapidly that the school committee were in sore straits as to the number in each class. There were then one hundred and five pupils in the school and "the present staff of teachers is being subjected to the severest strain." The Committee award unqualified praise to Mr. Dame and his assistants for the "zeal and ability with which the affairs have been conducted during the past year, and for the general interest in their studies which is manifested by the pupils." The old question as to the value of the classics was being agitated in reference to an all-English course in the high school. Already the four-year courses had been shortened to three to encourage a larger number to proceed with advanced work and in that course, either Latin or French was compulsory. The Committee now conceded the advantage of an all-English course, but maintained this would be impossible without "a female assistant, whose salary need not be larger than six hundred dollars," and in 1882 Miss Genevieve Sargent appeared. It is pleasant to find, in every school report, year after year, that the work of the four teachers was appreciated by the Committee. "The Committee feel that the town is to be congratulated upon being able to retain the present staff of instructors; and any parent can with safety recommend captious critics and doubters of the advantage of the high school to visit this school." (Report, 1885.) The standard of college preparation was high, and especial reference is made to the number of students each year entering the higher institutions.

It is interesting in those days of the eighties which we have been accustomed to consider quiet and serene, to hear the voice of the chairman already uplifted against the distractions of the age. "We feel obliged," says Mr.

Gilman Waite (report of 1884), "to make a suggestion to the parents of scholars, which is of the same nature as some criticisms made upon courses of study. That is, not to allow their children to try to do too many things at the time they are attending this school. The scholars are at an age when social distractions of various kinds are first beginning to be felt with force. . . . The school requires a force of competent and skilled teachers whose time is valuable. The expense of supporting children at this age is very considerable, and is a burden to many parents that is only justified by their children's benefit. And this cannot be obtained if any considerable number of the children are negligent, inattentive, or pursuing a half-hearted work with strength and spirit enfeebled by other occupations. . . . While your children are in school, let it be their business, and do not give them any other business. . . . They will at least have got an inkling of the cardinal rule for success in the work of life — 'Whatsoever thy hand findeth to do, do it with all thy might.'"

Whatever may have been the internal changes, there is a long stretch of years in which the school committee "has little or nothing to report." (1884). "The ordinary occurrences of a prosperous school year are like the unnoticed growth of a plant, like the ordinary rising and setting of the sun, or any of the usual occurrences in ordinary life which, continuing invariably and regularly in their customary course, accomplish in due course of time the greatest results with the least perceptible noise and flurry. . . . The high school has continued to do the excellent work which for some years we have learned to expect of it. . . . We are again fortunate in not being obliged to record any change of teachers in the school;" and again in 1886, "The high school continues to merit the esteem in which it has long been held for its stability and thoroughness of instruction. It is a matter for congratulation that for so long a period it has suffered no change in its corps of teachers."

These are the times which older graduates of the high school still consider the halcyon days of school life. They recognized the distinct advantage which was theirs in such close association with their principal. "Mr. Dame is remembered by his pupils," says an "In Memoriam" published by the Massachusetts Schoolmasters' club, "as being patient and considerate, but as accepting only exact and definite answers. He trained them to observe carefully, to answer unhesitatingly, and to stand by their first answers, a course in which he was wont to lead the way. Reproof would be administered when necessary, by a kindly word, often with a humorous turn of thought, but never with sarcasm. Pupils seemed to count him their personal friend." He had many ways of holding the attention of his class as taut as a straining cable. He would look at or point at one pupil and call upon another simultaneously, and he drilled with infinite pains of repetition the various declensions and conjugations, and the rules in the Greek and Latin grammars. Older pupils can remember still a ridiculous story of Roland and Diana, a setting for difficult and unusual words which they have never been able to forget. Well as he himself knew his Homer, I am positive that he never went into class without having himself fully reviewed and prepared the lesson for the day and noted the points he wished to emphasize. Countless time was spent in collecting specimens for his botanical classes. But beyond the conscientiousness and technical proficiency of the teacher was the rare charm and force of personality. There are extant countless stories of his justice and his humor, and it is indeed rare for any of his family to go into a public gathering without hearing a new reminiscence from some graduate and admirer of the past. Many a talented man or woman, looking backward, among them two judges and an admiral, have recognized that the future of a lifetime lay in the special help or preparation or encouragement of their high school principal. In later years, when new teachers were on con-

stant trial, it was beyond human nature not to tease and torment these apprentices, but the love and respect which surrounded "Papa Dame" made any student who attempted to deceive him feel contemptible in his own eyes.

In April, 1887, though Mr. Hervey had formerly been superintendent as well as member of the school board, an innovation was made in the introduction of a superintendent of schools, Mr. E. Hunt, who was to give his entire time to the schools, and whose first report on the high school is of interest. In this he urged the addition of another teacher to the force and laid down the opinion that "in my judgment it should receive all pupils who can do its work, with pleasure and profit, regardless of percentages of a special examination for admission. At the end of the first quarter those who fail to profit by the course could be allowed to fall out of the race. . . . Therefore I would not test the admission of pupils to this school upon the results of a single competitive examination, but would allow greater force to the grammar master's certificate of the pupil's qualifications for the high school work."

The effect of this was soon felt. "The Medford High School," says Miss Caroline E. Swift, in an article on the "Public Schools of Medford," "was among the first of Massachusetts cities to do away with the stereotyped 'Examination day' and 'Exhibition day.' It was a grief to the budding orators and the 'sweet girl graduates,' and it seemed hard that Medford, deprived of the unworldly advice and the fervent appeals to right and duty delivered yearly from the school rostrum, should be left to struggle unaided through the 'journey of life.' But the judgment of the school board prevailed, and since 1895, the high school graduates, with their parents and friends, have listened to addresses delivered by men of ability and experience, 'older in practice, abler than themselves to make conditions.'" It must be added, however, that since this was written, the school board

seems to have reverted to the traditions of their ancestors, and the program is a compromise of the older and younger wisdom.

In 1888 another teacher, Miss Carrie A. Teele, was added as assistant, and the curriculum was broadened by a study of natural history and by experimentation in a working chemical and physical laboratory. These changes mark the rapid growth of the school and the rapidly on-rising tide of modern demand upon our educational system. By 1890, two petitions from the boys and girls of the high school were laid before the school board, for gymnastic exercises or physical training. In response to this request, military drill was introduced. In 1890, Superintendent Hunt voiced the agitation now felt for a new high school building sufficient for four hundred pupils. The old building was recognized to be inadequate, but an attempt at economy was made by doubling the capacity and erecting the annex at the rear. I can well remember that at the time of my attendance at the old high school, these buildings were always referred to by my father as Gog and Magog, or Chang and Eng, the famous Siamese twins. The two great upstairs study halls, where we all had declamation weekly, seemed large and commodious to us at that time.

It did not escape Dr. Hunt that the influence of the principal of the high school was the inspiration of the whole school system, and that as the influence of Thomas Arnold at Rugby wrought a change in the national character of the English, "who can estimate the good to be done by the high school of a small community?" For this reason he urged that the principal be freed as far as possible from the drudgery of school work and use his larger inspiration toward the work of his assistants. In accordance with this growing necessity for supervision and executive management, my father little by little dropped all his class work except his favorite Greek and botany. In some respects this release from class work was a real regret to him, for he loved

the pure pleasure of imparting, and recognized that much of his strongest hold lay in his direct relationship with his pupils. Into the training of his teachers, however, went much of that force which had moulded his pupils, and I can recollect, myself, his favorite methods, adopted or adapted by the young teachers who now took our classes.

By the year 1891, we find the entrance class in one year had jumped from fifty-five to one hundred and ten. The Ling system of gymnastics had been adopted for the girls, though the girls were obliged to beg or raise money for their gymnastics until 1902, when the committee finally appropriated one hundred and fifty dollars for the payment of a teacher for them. In regard to the boys, my father reports "Military drill must be considered from the standpoint of utility. Unless it contributes to the general efficiency of school work by promoting health, courtesy, manliness and respect for law, it has no place in the public school. While the results have not been so marked as was anticipated, the experiment has enough of promise to warrant its continuance." My father also questioned whether the carrying of the guns was not too heavy a strain on young boys, and insisted upon the need of other gymnastic work to counterbalance any one-sidedness. The most important new development in this direction was the institution of a field day at home, with setting-up exercises, company drills, athletic sports, dinner, battalion drill and dress parade. The sight of the bluecoated cadets in the streets of Medford and their serried ranks and tramping feet at prize drill were familiar and exciting to Medford girls for years to follow. Drill day itself, when officers and privates blossomed in the class room, shed a certain glamour over the ordinary monotony of school life. In connection with military drill the principal's knowledge of soldiering in the Civil War came again to the front, and one associates always the sight of his familiar figure and slouch hat at review of his boys at dress parade.

He was always with them when the battalion marched as escort on Memorial Day, and in the school he told and retold to ever newly interested boys and girls the story of Mobile and the camps by Lake Pontchartrain. His sense of humor played about the sleeping camp or the thrill of battle, but his reverence for the men who died in battle or the battle-scarred heroes and the flag itself struck home to the hearts of his pupils with the conviction given by one who had also served. Mr. Dame attended, also, the athletic games, and I remember, many a time after a victory, when the cheering boys lighted red fire before their principal's home and cheered as he congratulated them on a fair-won fight.

When in 1892 Medford became a city, and the school board became the school committee, the enlarged high school with its seven teachers was already overcrowded, and the chairman, Rosewell B. Lawrence, whose deep devotion for his city was already patent, had started an agitation for a more permanent school. The teaching force now grew rapidly larger. Miss Josephine E. Bruce, P. T. Campbell, Walter H. Cushing and Miss Marion Nottage were new members of the force. The work of Mr. Cushing, himself a Medford man, in history, civics and debate was exceptionally fine and well recognized in the universities. In 1892 the high school, in connection with work of the schools of the city, had been awarded a medal for the excellence of the work submitted to the Columbian Exposition at Chicago—"a very gratifying reward to the principal and to the board. It is a certificate of the high order of work accomplished by the school in that department of which the citizens are already cognizant."

Meanwhile the persistence of the chairman of the school committee had at last borne fruit. "The most important action which Medford ever took in reference to public schools was the appropriation last year (1894) of \$150,000 for the erection of a new high school building." At this time Mr. Lawrence's demand that a new

high school should seat five hundred and have capacity for six hundred or seven hundred pupils was considered so extreme as to be hardly worthy of consideration. Largely, however, owing to his far-sightedness, the city at last purchased the present site on Forest street, and later, after visits of inspection by members of the school committee and architects to Arlington and other new school buildings of adjacent communities, accepted the plans of the older half of the present high school. "The school committee regret very much that the estimates which have been obtained are so large, but the plans and specifications have been carefully studied, and it seems to the committee that they provide for only what the city ought to have." May 21, 1896, the new building was dedicated, with impressive exercises, and the charge of the building was presented by the mayor back to Mr. Lawrence as chairman of the school committee, and it was singularly appropriate that the building for which Mr. Lawrence had labored indefatigably and over whose erection he had watched with tireless solicitude, should pass again into his care as representative of the citizens of Medford. With no confusion or interruption in school work the pupils turned from the old wooden makeshift to the new perfectly equipped building which has continued to serve the city to the present time, a pride to its citizens, and a monument to the wisdom, good taste and civic spirit of the school committee and city government of that day. The fine dignified building that was thought to be absurdly large in 1896 has been enlarged to almost double its size, and present indications point to another unit in the near future. Still the first building, with its brown sandstone trimmings (a gift from General Lawrence to the city) and its fine pictures and statuary, a gift from its alumni, continues to serve as the headquarters of the school system of Medford.

During the years when the new school was in the building, Mr. Charles H. Morss began his wide and far-sighted work for the city as superintendent, while in the school Miss Sara A. Clapp, the dean of the high school,

took the place of Miss Genevieve Sargent and continued the fine tradition of Medford teachers in long devoted service to the city. In 1896 the ninth grade was also installed in the new high school, to relieve the pressure in the fast-growing city.

With the removal of the pupils to the new school, the work of my father became more and more that of an executive. His relation with Mr. Morss was exceptionally happy, and the co-operation between the two men was productive of many results for good in the city. There was a continuous stream of changes in courses, of extension of Latin into the ninth grade, of history outlines in the lower grades, elaborated by Mr. Cushing, of a welding together of the whole school system. The principal devised an ingenious system of organization so that he knew at once where each of his six hundred pupils might be at any moment. Further co-operation with the lower grades, with the parents by means of evening receptions, special oversight of each grade by one teacher appointed as grade master, all developed under this executive freedom. The teachers now comprised a force of twenty, and the range of subjects taught grew broader with every year. I cannot say that my father was in entire sympathy with this broadening of elective system. He felt that deepening, rather than broadening, the channel was conducive of more power to the stream of human energy, and he used to declare that the teaching of the three R's was all that really mattered. This was, of course, a humorous exaggeration, but it was based on a conviction that the removal of teaching from the home and the concentration of all education in the school was difficult for both home and school. His pride in the school, however, and especially in the new school building, compensated in some degree for his regret in the loss of his actual teaching. He loved to show visitors over the school and to teach the pupils themselves the significance of the works of art which surrounded them.

The character of the whole city was rapidly changing. In 1899 the school committee summarize the changes made recently as follows: "The erection of the Lincoln (1894), Hillside (1895), High (1896) and Brooks (1898) schoolhouses, the enlargement of the Tufts (1898), and the improvements in sanitation and ventilation of the Centre, Cradock, Everett, Swan and James (1896), while they have cost us money, have in six years changed Medford from a town with a lot of small, old, unsanitary, ill-ventilated and badly crowded schoolhouses to a city with creditable, substantial, commodious and healthful buildings." As the culmination of this new modernized public school system stood the high school, setting the standard for the entire city. As rapidly as accommodation in the various grammar grades of the city permitted, the members of the ninth grade were removed from the high school building. The work of the teachers was still, however, heavy, with large classes and too small a force of teachers, and it remained the anxious ambition of the school committee that the high school should have the proper ratio of pupils to the teacher, so that it should be enabled to continue the high traditions of the past. In the tide of teachers which now flowed annually through the high school, only a few of the longer-lived ones will be mentioned here, teachers whose influence has perceptibly affected the life of the city. Next in length of service to Miss Clapp are Miss Laura P. Patten and Mr. Frank S. Gilkey, who were elected by the school committee in 1897, and whose devotion to the school is still reflected in the daily work of its pupils.

January 27, 1903, my father finished his long term of service. He was in his office the day previous to the stroke which brought his death within twelve hours. For the first time in twenty-six years his desk was closed. It was as he would wish to have died,—a soldier in the harness. It would be too long to quote here the tributes of teachers, friends, the various classes and the individual scholars, present and past. Three testimonials there

were which revealed the love and appreciation in which the teacher of so many years was held. The first was one which happily came in his life time, a reception tendered him on his twenty-fifth anniversary, June 19, 1901. It was held in the beautiful assembly hall of the high school, elaborately decorated with ferns and foliage plants, and there were present some five hundred of his pupils, past and present. My father, always modest and even diffident about his influence, realized for the first time the love which surrounded him. It was one of the milestones of his life, a convincing proof that his choice of a life work had been justified. It may be added that his pupils had presented him with a bunch of twenty-five roses in the morning, and that the following winter a postponed banquet was also tendered him by the teachers. The second was the splendid portrait of him after a photograph, subscribed by the graduates and friends and now hung in the principal's office. The third was the naming of the Lorin L. Dame school, a formal recognition by the city of its debt to a faithful servant. During his long term of office over three thousand, five hundred pupils had entered the high school, and through them the influence of one quiet, unassuming man reached beyond the school and school days. Under his guidance the school had grown from a small institution of eighty-seven pupils, with three teachers, to one of five hundred and forty-two, with eighteen teachers.

Outside the school the life of the man had been as full as that of the teacher. "L. L. Dame" was known as a botanist of the highest class, and his knowledge of all branches of natural science from shells and seaweed to stones and stars was astonishingly broad. His family life was exceptionally happy, full of humor, innocent fun and united interests. Yet the Medford High School was his life work, and to his devotion, unflagging labor and deep, abiding sympathy the city has paid a debt of honor. Still, the greatest memorial to a great teacher is the unmeasured and immeasurable power for good which he has exerted over the lives of his pupils,—the men

and women who are themselves the city of Medford. If, on the one hand, the city of Medford will always be in debt to the services and sacrifices of my father, still is it true that in my father's case the labor was itself a great and lasting reward. It is perhaps the highest test of a man's usefulness and the measure of his service that he should be able to say, as did my father, that he would willingly live his whole life over again.

One more impartial report from the school report of 1903 will summarize perhaps all that has been said.

The one event uppermost in the minds of all of us in relation to this school is the great loss we have just met with in the sudden death on January 27, 1903, of the headmaster, Lorin L. Dame, who for twenty-six and one-half years of vigorous service has devoted himself to the interests of the young people of Medford with exceptional zeal and fidelity. His broad scholarship, rare tact and whole-souled devotion to duty has placed our school in the foremost rank among the secondary educational institutions of the state. Sufficiently conservative not to be carried away by every educational breeze that brought some new phase of school activity to the front, by his keen insight and mature judgment he was able to make use of what tended to the best interests of the school and to keep the whole work in sympathy with the progress of the times. Mr. Dame's whole career as a teacher and headmaster has fully justified the good opinion of the School Committee, expressed in their report for the year 1876, when he first began his work here.

Our word of tribute can only confirm these expressions of confidence of an earlier date. Mr. Dame's work was so earnest in advancing our educational interests that Medford may well honor the memory of the man who for more than a quarter of a century has been the guide and friend of her children. No one who came into close relations with him could fail to be impressed with his devotion, his lofty purpose, his noble character and his lovable personality which made us all, both pupils and teachers, feel that he was our personal friend, and we all as individuals mourn his death as a great personal loss. It was this quality of friendliness and his great trust in the good of every one that endeared him to the hearts and minds of his pupils; all felt that he believed in them, that he trusted them, and no one could fail to be better for having known him.

NOTE.—It has been a difficult task for a daughter who idolized her father and to whom his memory is still green after more than twenty years to attain in this short sketch anything like moderation. If I have not said all I would, it is because the REGISTER has previously published a biography and personal appreciation of my father. I have attempted in this sketch to confine myself to the history of the school.

OLD SHIPS AND SHIP-BUILDING DAYS OF MEDFORD.

THE PEPPER TRADE.*

This trade was started by Salem enterprise almost wholly, and by way of reward Salem became the American, and for a time the world, emporium for pepper. In 1791 the United States exported seven million, five hundred and fifty-nine thousand, two hundred and forty-four pounds—over seven-eighths of the entire northwest Sumatran crop—and a very large portion of this was landed in Salem.† Among the Medford-built vessels from Salem engaged in this trade were the ships *Australia*, *Carolina*, *Propontis*, and the brig *Lucilla*. Journals of their voyages to Sumatra are preserved in Salem.

Besides the Salem vessels in the pepper trade there were quite a number from Boston, among them the brig *Palmer*. The brig *Palmer*, two hundred and seventy-seven tons, was the seventy-third vessel built in Medford and the last of seven built in 1818. She was built by Sprague & James for Joseph Lee of Boston. She sailed for Sumatra in 1830 and proceeded to take on a cargo of pepper at Muckie on the west coast.

‡ At one o'clock in the morning of February 8, 1830, while at anchor in the roads, together with the ship "James Monroe" of New York and the "Governor Endicott" of Salem, a boat appeared, which, on being hailed with the question, "What boat is that?" responded, "The 'Friendship' of Qualah Battoo, Captain Endicott, with all that are left of us."

On further questioning it appeared that the "Friendship" had been loading pepper at Qualah Battoo some twenty-five miles along the coast. On the morning of February 7 the captain, second officer, and four seamen started ashore in the ship's boat to oversee the dispatch of the native boats loaded with pepper.

The first boat started for the ship at about three o'clock.

* The names of Medford-built ships are italicized.

† Morison. "Maritime History of Massachusetts."

‡ Narrative of Capt. Charles Endicott.

Captain Endicott, being at leisure, walked toward the beach where he noticed that the pepper boat contained a large number of men which it had evidently picked up in a bend in the river, and then shortly afterward he saw the crew of his vessel jumping overboard. He then unconcernedly gathered his men together and on a pretence of visiting the bazaar on the opposite side, without exciting the suspicions of the Malays, got out of the river in his boat by a narrow margin.

They then directed their course to Muckie. The night closed down in inky blackness relieved by flashes of lightning and stunning reports of thunder. Gauging their distance from the shore as best they could, as it was impossible to hear the surf in the awful din, they reached Muckie as related.

Captain Rhodes of the *Palmer* and the captains of the "James Monroe" and "Governor Endicott" met in council on the "Governor Endicott." It was decided to throw as many of the crews of the "Governor Endicott" and *Palmer* as could be spared onto the "James Monroe," as she was the largest vessel, and proceed to recover the "Friendship" by boarding — the other vessels to follow at a short distance.

It was nearly three o'clock before they were under way, as the sails had been unbent, and proceeded toward Qualah Battoo. Upon arriving at this place a messenger was sent ashore to demand the surrender of the ship under pain of bombardment. The pirates returned the answer that they might take her if they could. All three vessels then opened fire on the ship and town, which was returned by the forts.

It was then decided to board the "Friendship" with as many men as could be carried in three boats, as it was feared the Malays would either burn her or run her ashore. The boarding party approached the ship from the bow to keep out of her fire. As they drew near, the pirates for the first time appeared to comprehend their design. They were filled with consternation and began

to desert her with all speed. The numerous boats alongside were filled and others jumped overboard and swam for shore. The appearance of the ship bore evidence "to the violence and destruction with which she had been visited." The decks were covered with blood, the sails had been cut loose and an effort to beach the vessel had been prevented by a riding turn on the chain cable around the windlass, which they had not been able to clear. The ship was then kedged off, and anchored alongside the other vessels.

The next morning a canoe approached the vessels, with five or six men in her which at first were taken for natives, but on further investigation, four of them proved to be part of the crew of the "Friendship." Captain Endicott's account continues: —

"Their haggard and squalid appearance bespoke what they had suffered. It would seem impossible that in the space of four days, men could, by any casualty, so entirely lose their identity. It was only by asking their names that I knew any of them. They were without clothing other than loose pieces of cotton cloth thrown over their persons, their hair matted, their bodies crissed and burned in large running blisters; besides having been nearly devoured by mosquitos, the poison of those stings had left evident traces of its virulence; their flesh wasted away, and even the very tones of their voices changed. They had been wandering about in the jungle without food ever since the ship was taken. Their account of the capture of the ship stated that when the pepper boat came alongside, in spite of several suspicious circumstances, they were allowed to come aboard, when at a signal they fell upon the crew of the vessel.

"Those who could swim jumped into the water and the rest who escaped death took to the rigging. Those in the water, after consulting together, swam about two miles down the coast, where they landed entirely naked. After wandering about in the jungle, as stated, they had been rescued by a friendly native."

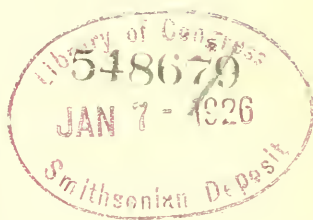
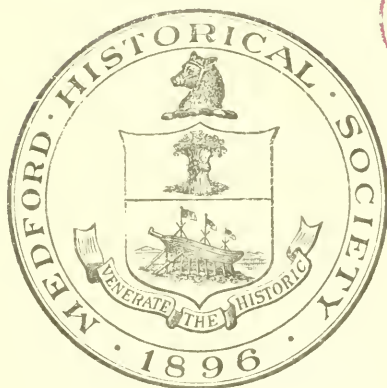
In something less than a year after this outrage the "U. S. S. Potomac" appeared off the port. The Malay forts were stormed after some desperate fighting and the town laid in ashes.

The *Palmer* was lost at sea December, 1835.

— HALL GLEASON.

THE
MEDFORD HISTORICAL
REGISTER

VOL. XXVIII, 1925



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MEDFORD, MASS.

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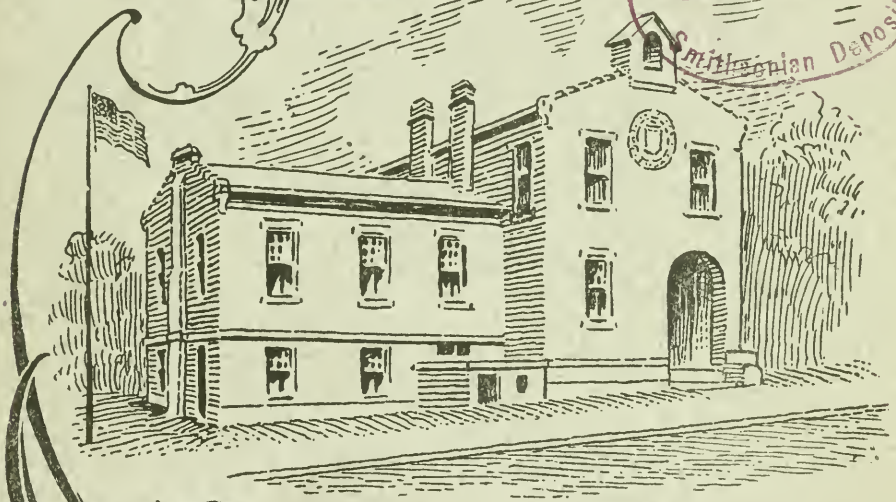
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MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

Editor, MOSES W. MANN.

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FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in
the city of Medford, Mass., the sum of _____ Dollars for
the general use and purposes of said Society.

(Signed) _____

The Medford Historical Register.

VOL. XXVIII.

MARCH, 1925.

No. 1.

OLD SHIPS AND SHIP-BUILDING DAYS OF MEDFORD.

CHAPTER VI.

THE CALIFORNIA CLIPPER SHIP ERA.*

THE New York builders took the lead in the changes designed to improve the speed of vessels after 1840. Mr. John W. Griffiths, a New York designer, advocated increasing the proportion of length to breadth and sharpening the body fore and aft, with long hollow water lines, and bringing the greatest breadth and center of buoyancy further aft. Another improvement he suggested was to round up the ends of the main transom, thereby relieving the quarters and thus making the after-body finer and the stern above the water-line much lighter and handsomer.†

Mr. Griffiths, in 1843, designed the "Rainbow" on these lines, although she was not launched until 1845. The superiority of this type of ship was that with their sharp lines and lofty canvas they could point higher, and "were able to cross belts of calm and light winds much more quickly than the low rigged, full bodied ships, while in strong head winds there was no comparison, as the sharper ships would work out to windward in weather that held the old type of vessels like a barrier, until the wind hauled fair or moderated. In a word the clippers could go and find strong and favorable winds while the full bodied ships were compelled to wait for them."†

The Boston builders were more conservative, and while they acknowledged that the "Rainbow" proved these ideas to be correct, they thought that on account

* The names of Medford built ships are italicized.

† Captain Clark. "Clipper Ship Era."

of their increased sharpness and comparatively less cargo capacity these vessels would not be commercially practicable. And this would probably have been the case if the discovery of gold in California and the consequent high prices had not made the question of speed of greater importance.

The first vessel built in this part of the country on these ideas was the "Game Cock," built by Samuel Hall at East Boston in 1850, and the same year James O. Curtis of Medford built the *Shooting Star*, 900 tons, for Reed and Wade of Boston. She was one of twenty-six ships which made the passage twice from Boston or New York to San Francisco in less than 110 days average time (105 days from Boston and 115 days from New York, average 110 days).

The other Medford ships in this list are the *Herald of the Morning*, 99 days and 106 days (average 102½ days) the *Don Quixote*, 106 days and 108 days (average 107 days), and the *Ringleader*, 107 days and 110 days (average 108½ days). Although there was but one Medford ship, the *Herald of the Morning*, out of the eighteen that made the passage to San Francisco in less than 100 days, yet in proportion to the number built the Medford clipper ships made more fast records than the average. The *Herald of the Morning* made the trip in 99 days* from New York. She was designed by Samuel A. Pook of Boston, who also designed the *Ocean Telegraph*, built by James O. Curtis in 1854. Other famous ships designed by Mr. Pook were the "Red Jacket" and "Game Cock."

Captain Clark mentions twenty-three Medford ships in a list of one hundred and seventy-three extreme type of clipper ships built between 1850 and 1857, and in a record of one hundred and twenty-eight passages made to San Francisco in 110 days or less between 1850 and 1860, from New York or Boston, seventeen were made by thirteen Medford ships as follows:—

* The record passage was made in 89 days, twice by the "Flying Cloud" and once by the "Andrew Jackson."

Ship	Days	Port of Departure	Date of Arrival
<i>Shooting Star</i>	105	Boston	Aug. 17, 1852
<i>Courser</i>	108	Boston	April 28, 1852
<i>Phantom</i>	105	Boston	April 21, 1853
<i>Golden Eagle</i>	105	Boston	Aug. 25, 1854
<i>Don Quixote</i>	106	Boston	March 29, 1855
<i>Ringleader</i>	107	Boston	Feb. 12, 1856
<i>Ringleader</i>	110	Boston	Feb. 8, 1854
<i>White Swallow</i>	110	New York	Aug. 7, 1860
<i>Herald of the Morning</i>	99	New York	May 16, 1855
<i>Herald of the Morning</i>	106	Boston	May 7, 1854
<i>Eagle Wing</i>	105	Boston	April 5, 1854
<i>Robin Hood</i>	107	New York	March 25, 1859
<i>Ocean Telegraph</i>	109	New York	March 13, 1860
<i>Electric Spark</i>	106	Boston	April 9, 1856
<i>Telegraph</i>	109	Boston	April 9, 1855

He also divides this great race course into five sections, in which four other Medford ships made records, *Ocean Express*, *John Wade*, *Syren* and *Living Age*.

The first section was from Sandy Hook to the Equator. There were twenty-seven ships which made the passage in 20 days or less. The best record was 16 days. *White Swallow* made the run in 17 days.

The second section was from Cape St. Roque to 50° S. There were twenty-eight ships in all which made the passage in 20 days or less. The best record was 16 days. *Ocean Express* made the run in 18 days, *Electric Spark* in 19 days, *John Wade* and *Ringleader* in 20 days.

The third section was from 50° S. in the Atlantic to 50° S. in the Pacific. There were eighteen ships which made this run in 10 days or less. The best record was 6 days. *Robin Hood* made the passage in 7 days, *Herald of the Morning* in 8 days.

The fourth section was from 50° S. in the Pacific to the Equator. There were thirty-six ships which made the run in 20 days or less. The best record was 16 days. *Courser*, *Don Quixote* and *Ocean Telegraph* made the passage in 19 days. *Golden Eagle*, *Syren*, *Shooting Star* and *Telegraph* in 20 days.

The last section was from the Equator to San Francisco. Forty-eight ships in all made the run in 20 days

or less. The best record was 14 days. *Phantom* made the passage in 15 days, *Golden Eagle* in 19 days, *Herald of the Morning*, *Living Age** and *Ocean Telegraph* in 20 days.

Of the remainder of the twenty-three ships mentioned by Captain Clark the following passages are recorded from Boston or New York to San Francisco: *Dauntless*, 116 days; *John Wade*, 116 days; *Kingfisher*, 114 days; *Fleetwing*, 121 days; *Norwester*, 122 days; *Morning Star*, 146 days; *Syren*, 118 days.

Other ships of this period, but not in this list of extreme clipper type, which made fast voyages to San Francisco from Boston or New York were the *National Eagle*, 134 days; *Wild Ranger*, 122 and 127 days; *Osborn Howes*, 153 days; *Good Hope*, 143 days.

The *Thatcher Magoun* made the trip from San Francisco to New York in 94 days.†

Besides the California passages, the *Whirlwind* made the voyage from New York to Melbourne in 80 days.

The *Ringleader* made the same trip in 78 days, the best day's run being 336 knots.

The *Shooting Star* made the run from Canton to Boston in 86 days, and the *Phantom* made the passage from Callao to Rio Janeiro in 32 days, this being the quickest run ever made.

WHAT MEAN YE BY THESE STONES?

Joshua 4-6.

The writer of the above words foresaw an interest to be taken in historic matters and wrote an explicit account of the circumstances involved.

Medford has but few places or occasions of public interest thus memorialized. Recently a monument erected by a former citizen and resident has come into the possession of the city, and after a period of two years

* The *Living Age* was not an extreme clipper ship.

† The record passage was 76 days made by the "Northern Light" to Boston and the "Comet" to New York.

of neglect and ill-usage has been restored to proper condition. We refer to the so-called Indian monument in Sagamore park. An interested historian from a nearby town, who has written an extensive account of "Monuments to Indians," visited our city two years ago (in search of facts regarding it) and found it prone on the ground, as it had just been overturned by disorderly boys.

The story of its original erection by Mr. Francis Brooks in 1884, with view of it on its original site, may be found in the REGISTER, Vol. XV, p. 30, told under the caption "The Passing of a Medford Estate." In the development of the land of the Brooks estate by the purchasing Real Estate Trust, the triangular space to which the monument has been removed was created and given the name of Sagamore park. This, with the monument, has been conveyed to the city of Medford and is now in charge of its park commission, which caused the re-erection of the monument on January 9, 1925.

Accounts of the remains there deposited had varied somewhat, and at request of Supt. Edward Adams the writer was present on November 13, 1924, when the box was removed from the cavity and opened. There were also present by request Mr. Calvin W. Lewis of Brookline (the historian referred to) and Mr. Frank Lincoln, an old resident. James M. Blake, Thomas Blakie, thirteen interested boys and a few ladies residing nearby also appeared upon the scene.

The wooden box was much decayed. From it Superintendent Adams removed the remains of those "whose bones lie here"—we quote the words of Mr. Brooks' inscription as expression of the fact. When originally discovered they were found buried in a sitting posture, but in the box they were simply packed in, in no particular order. There were several Indian hammers of stone among them, and a china teacup with gilt ornamentation, evidently of modern make. This was filled with arrow-heads of stone, and among them the following

coins—silver dollar of 1884, quarter dollar of 1876, dime of 1884, dime of 1873, five cent nickel of 1884 and a bronze cent of 1884. No trace of any paper, or of *Mercury*, which was said to have been enclosed, was found therewith. As the vault was yet to be constructed, Superintendent Adams took charge of the contents, which were placed in two new wooden boxes which were coated with a preservation composition.

Prior to January 9, 1925, a concrete vault three feet, four inches square inside and one foot, nine inches deep, its enclosing wall seven inches thick, had been prepared. Mr. Tutten, who redressed the base stone with its inscription, prepared at the West Medford granite works a slab of Milford granite twelve inches thick, large enough to entirely cover the vault. In the box with its contents was placed a written account (as above given) of the occurrence of the opening, and a copy of the REGISTER as above named securely wrapped in black Neponset paper for its better preservation. At 1.35 P.M. on Friday, January 9, 1925, Mr. Tutten rolled the new base stone in position over the vault in which the boxes of Indian remains had just been placed, and directly afterward re-erected the monument upon it.

Its inscribed die is also of Milford granite, while the upright shaft is of Rockport. The irregular cap-stone is a conglomerate, better known as Roxbury pudding-stone, and is smaller than before, as on its overturning on Halloween a piece was broken from it.

In the present writing we have endeavored to answer the query of our caption, and will summarize thus:—

These stones of various kinds were a memorial to some of the aboriginal dwellers at this particular spot, erected at the instance of Mr. Francis Brooks, then owner and resident, in 1884. The property had been in the Brooks family since 1656, and in the sale to the real estate trust no provision was made for their preservation as memorials. It is well that owing to the efforts of one of our aldermen the city has taken it over and placed

it in care of the park department for the future. Here was the Indian burial place, here was the home of the aboriginal king Nanepashemit, "in which being dead he lay buried," which was visited by Miles Standish and eight of the Pilgrims from Plymouth on September 21, 1621, a place "they liked so well that they wished they were here settled."

Though not erected for that purpose, we can reply to the query, "What mean these stones?" They mark the first recorded visit of white men to this place, which a few years later came to be called Medford.

PARSON TURELL'S LEGACY

OR

THE PRESIDENT'S OLD ARM-CHAIR.

A poem with this caption was written by Dr. Oliver Wendell Holmes many years ago. A recent reading suggested search in the Probate records for the old parson's will, and led to an interesting "evening with Parson Turell" at the Historical Society, when the poem we reproduce was read.

As no such *bequest* appeared in the will, we were led to inquire how much was fact or how much poetic license or fictional embellishment. We appealed to the sheriff of Middlesex, who is annually on duty at commencement. He could not inform us, but gave an interesting account of his participation, and how he was reminded by the president that he should omit saying "Please," and say authoritatively, "*This assembly will now come to order.*" Emphasizing this command with a thump of his sword he found its point had stuck into the floor quite firmly.

In the library of the Massachusetts Historical Society we found the poem and a woodcut of the "President's Chair."

After many fruitless inquiries at Harvard College, we at last succeeded in finding, through the medium of the inspector's office, that it is kept in a certain vault and brought out once a year for the president's use at commencement. If we could wait a half-hour till the "one having the combination came in he would take us to it." We willingly did so, and after a walk across the street and college grounds, descended stairs and through a long corridor. In response to the keeper's "open sesame" the heavy door swung open and at the end of a spacious vault, under a covering draped over it, was the object of our long search, a somewhat cumbrous affair about as comfortable to sit in as a wheelbarrow, — perhaps once a year is often enough. The attendants seemed surprised at our search, and questioned us closely as to our reasons therefor. They had never heard of any peculiarity or historic interest attached to it, but when informed, courteously acceded to our request.

Not long after we were asked, "Have you found the Turell chair yet?" We replied cautiously, "We saw the president's chair at Harvard College on September 16, 1924, but really don't know that it was Parson Turell's. It doesn't look like the woodcut we saw. Perhaps Dr. Holmes' poem is much embellishment and little history."

— M. W. M.

PARSON TURELL'S LEGACY

OR

THE PRESIDENT'S OLD ARM-CHAIR

Facts respecting an old arm-chair,
At Cambridge. Is kept in the College there,
Seems but little the worse for wear.
That's remarkable when I say,
It was old in President Holyoke's day.
(One of his boys, perhaps you know,
Died, *at one hundred*, years ago),
He took lodgings for rain or shine
Under green bed-clothes in '69.

.

But this is neither here nor there : —
 I'm talking about an old arm-chair.
 You 've heard, no doubt, of *Parson Turell* ?
 Over at Medford he used to dwell ;
 Married one of the Mather's folk ;
 Got with his wife a chair of oak, —
 Funny old chair with seat like a wedge,
 Sharp behind with broad front edge, —
 One of the oddest of human things,
 Turned all over with knobs and rings, —
 But heavy, and wide, and deep, and grand, —
 Fit for the worthies of the land, —
 Chief Justice Sewall a cause to try in,
 Or Cotton Mather to sit — and lie — in.

Parson Turell bequeathed the same
 To a certain student, — *Smith* by name ;
 These were the terms, as we are told ;
 " Said *Smith* said *Chaire* to have and holde ;
 When he doth graduate, then to passe
 To ye oldest Youth in ye Senior Classe,
 On payment of " (naming a certain sum) —
 " By him to whom ye *Chaire* shall come ;
 He to ye oldest Senior next ;
 And so forever " — (thus runs the text,) —
 " But one Crown lesse than he gave to claime,
 That being his *Debte* for use of same. "

Smith transferred it to one of the BROWNS,
 And took his money, — five silver crowns,
Brown delivered up to MOORE,
 Who paid, it is plain, not five, but four.
Moore made over the chair to LEE,
 Who gave him crowns of silver three,
Lee conveyed it unto DREW,
 And now the payment, of course, was two.
Drew gave up the chair to DUNN, —
 All he got, as you see was one.
Dunn released the chair to HALL,
 And got by the bargain no crown at all.

And now it passed to a second BROWN,
 Who took it and likewise *claimed a crown*.
 When *Brown* conveyed it unto WARE,
 Having had one crown, to make it fair,
 He paid him two crowns to take the chair ;

And *Ware*, being honest, (as all Wares be,)
 He paid one POTTER, who took it, three.
 Four got ROBINSON; five got DIX;
 JOHNSON *primus* demanded six;
 And so the sum kept gathering still
 Till after the battle of Bunker's Hill.

When paper money became so cheap,
 Folks wouldn't count it, but said "a heap,"
 A certain RICHARDS, the books declare,—
 (A. M. in '90? I've looked with care
 Through the Triennial, — *name not there*,)
 This person Richards was offered then
 Eight score pounds, but would have ten;
 Nine, I think, was the sum he took, —
 Not quite certain, — but see the book.

By and by the wars were still,
 But nothing had altered the Parson's will.
 The old arm-chair was solid yet,
 But saddled with such a monstrous debt!
 Things grew quite too bad to bear,
 Paying such sums to get rid of the chair!
 But dead men's fingers hold awful tight,
 And there was the will in black and white,
 Plain enough for a child to spell.
 What should be done no man could tell,
 For the chair was a kind of a nightmare curse,
 And every season but made it worse.

As a last resort, to clear the doubt,
 They got old GOVERNOR HANCOCK out,
 The Governor came with his Lighthouse Troop
 And all his mounted truckmen, all cock-a-loop;
 Halberds glittered and colors flew,
 French horns whinnied and trumpets blew,
 The yellow fifes whistled between their teeth
 And the bumble-bee bass drums boomed beneath;
 So he rode with all his band,
 Till the President met him, cap in hand.
 The Governor "hefted" the crowns, and said, —
 "A will is a will, and the Parson's dead,"
 The Governor hefted the crowns. Said he, —
 "There is your p'int, and here's my fee.
 These are the terms you must fulfil, —
 On such conditions I BREAK THE WILL!"

The Governor mentioned what these should be,
(Just wait a minute and then you'll see.)
The President prayed. Then all was still,
And the Governor rose and *broke the will!*

"About those conditions?" Well now you go
And do as I tell you, and then you'll know.
Once a year on Commencement day,
If you'll only take the pains to stay,
You'll see the President in the CHAIR,
Likewise the Governor sitting there.
The President rises; both old and young
May hear his speech in a foreign tongue,
The meaning whereof, as lawyers swear,
Is this: Can I keep this old arm-chair?
And then His Excellency bows,
As much as to say he allows.
The Vice-Gub. next is called by name;
He bows like t'other, which means the same,
And all the officers around them bow,
As much as to say that *they* allow.
And a lot of parchments about the chair
Are handed to witnesses then and there,
And then the lawyers hold it clear
That the chair is safe for another year.

God bless you, gentlemen! Learn to give
Money to colleges while you live.
Don't be silly and think you'll try
To bother the colleges, when you die,
With codicil this and codicil that,
That Knowledge may starve while Law grows fat;
For there never was pitcher that wouldn't spill,
And there's always a flaw in a donkey's will!

SHEPHERD BROOKS.

The late Shepherd Brooks, one of Medford's best-known citizens and a member and benefactor of the Medford Historical Society, accepted Pilgrim Tercentenary membership in the New England Historic Genealogical Society in the summer of 1919, soon after that new form of membership was instituted by the society

in order to commemorate the three hundredth anniversary of the Landing of the Pilgrims by the establishment of a Pilgrim Tercentenary Memorial Fund for the benefit of the Society, and the following memoir of him appeared in *The New England Historical and Genealogical Register*, Vol. 77, pp. lxx-lxxvii (supplement to the issue of April, 1923) and is reprinted here by permission.

Shepherd Brooks, A.M., of Boston and Medford, Mass., a Pilgrim Tercentenary member since 1919, was born in Baltimore, Md., where his parents, Gorham and Ellen (Shepherd) Brooks of Boston and Medford, were temporarily residing, 23 July 1837, and died in Boston 21 February 1922.

He was a member of an illustrious Massachusetts family, of which the immigrant ancestor was Thomas Brooks, an early settler of Watertown, who was admitted a freeman 7 December 1636 and soon afterwards removed to Concord, where he was constable in 1638 and later deputy and captain. In 1660 he and his son-in-law, Timothy Wheeler, bought four hundred acres of land in Medford; but he continued to reside in Concord, and died there 21 May 1667. Among his children by his wife Grace, who died 12 May 1664, was Caleb, born, probably in England, about 1632, who removed from Concord to Medford and died 29 July 1696, aged 64. His two wives, Susanna and Hannah, were sisters, being the daughters of Thomas Atkinson; and by the second wife, Hannah, he had two sons, Ebenezer of Medford, whose grandson, John Brooks (1752-1825), was the well-known Governor of Massachusetts, and Samuel of Medford, who was born 1 September 1672 and died 3 July 1733. This Samuel married Sarah Boylston, daughter of Dr. Thomas Boylston of Brookline and sister of the wife of his brother Ebenezer; and their son Samuel of Medford, who was born 3 September 1700 and died 5 July 1768, was by his wife, Mary Boutwell of Reading, the father of five children, one of whom was Rev. Edward

Brooks of Medford, A.B. (Harvard, 1755), A.M. (*ib.*, 1760), who was born 4 November 1743 and died at Medford 6 May 1781. For a few years after his graduation at Harvard Edward Brooks was librarian of Harvard College, and in July 1764 he was settled as pastor at North Yarmouth, Me. Here, however, Mr. Brooks's somewhat liberal theology proved unacceptable to his flock, and in March 1769 he was at his own request dismissed from his pastorate and returned to Medford. He took an active part in the stirring events of 19 April 1775, and in 1777 was appointed chaplain on the frigate *Hancock*, which was captured by the British off Halifax, Mr. Brooks being held for some time as a prisoner. By his wife, Abigail Brown, whom he married in September 1764, daughter of Rev. John and Joanna (Cotton) Brown of Haverhill and great-great-granddaughter of the famous Puritan teacher, Rev. John Cotton of Boston, Mr. Brooks had two sons and two daughters. His second son, Hon. Peter Chardon Brooks, who was born at North Yarmouth 6 January 1767 and died in Boston 1 January 1849, was named for one of his father's Harvard classmates, Peter Chardon, who died prematurely in the West Indies in October 1766, the son of an eminent Boston merchant of Huguenot descent, whose house stood at the corner of the present Bowdoin Square and Chardon Street, on the site recently occupied by the Bowdoin Square Baptist Church. The family of Rev. Edward Brooks was in straightened circumstances after his death; but the young Peter Chardon Brooks, starting in business in Boston about 1789 as a marine-insurance broker, rose to be one of the most eminent merchants of Boston, and accumulated a fortune. He resided in Boston in the winter, and passed his summers on his ancestral acres in the western part of Medford, where he built a large mansion house. At various times he held public office in the Commonwealth, serving in both branches of the State Legislature, in the Executive Council, and in the Constitutional Convention of 1820.

In 1792 he married Ann Gorham, daughter of Judge Nathaniel of Charlestown. Of their large family of thirteen children, Charlotte Gray Brooks became the wife of Hon. Edward Everett, and Abigail Brown Brooks the wife of Hon. Charles Francis Adams, son of President John Quincy Adams. Gorham Brooks of Medford, son of Peter Chardon Brooks, was born at Medford 10 February 1795, entered Harvard College, from which he received the degree of Bachelor of Arts in 1814 and that of Master of Arts three years later, and died 10 September 1855. He married, 20 April 1829, Ellen Shepherd, who was born in Louisiana 22 August 1809 and died 11 August 1884, daughter of Resin Davis and Lucy (Gorham) Shepherd. Their only daughter died in infancy; but their eldest son, Peter Chardon Brooks, A.B. (Harvard, 1852), A.M. (*ib.*, 1871), who was born at Watertown 8 May 1831 and died in Boston 27 January 1920, married, 4 October 1866, Sarah Lawrence, daughter of Amos Adams Lawrence, A.B. (Harvard, 1835), A.M. (*ib.*, 1838), and was a well-known and public-spirited resident of Boston and Medford, while their younger son, Shepherd Brooks, is the subject of this memoir.

He was prepared for college by Dr. Samuel Eliot of Boston, entered Harvard, and received there the degree of Bachelor of Arts in 1857 and that of Master of Arts in 1872. Only two of his Harvard classmates of 1857 survived him.

After leaving college, Mr. Brooks passed the winter in New Orleans, and in the autumn of 1858 went to Europe, where he remained two years and travelled extensively. His freedom from financial cares made it possible for him to spend a winter in the South whenever he wished and to travel at will in this country and abroad. In the spring of 1872 he joined a pleasure party that journeyed to the Pacific coast, and thus met his future wife, who was also a member of the party.

Although he had made a special study of architecture, he did not follow up this subject as an active profession.

He had a house in Boston and a beautiful estate in the western part of Medford, where he indulged his tastes for rural life and raised extensive crops of the highest quality. The Brooks estate was one of the show places of Medford, and was famed throughout the East. It possessed also much historic interest, and evidences of the old-time canal, the Indian monument, and the slave wall could until recently be found there. He was a leading citizen in the home town of his progenitors and one of its principal benefactors, and was identified with many of its institutions.

He married in Boston, 10 December 1872, Clara Gardner, daughter of George and Helen M. (Read) Gardner of Boston, who survives him, together with a son, Gorham Brooks of Boston, A.B. (Harvard, 1905), and two daughters, Helen, wife of Robert Wales Emmons of Boston, A.B. (Harvard, 1895), and Rachel, wife of James Jackson of Westwood, Mass., A.B. (Harvard, 1904), who is at present Treasurer and Receiver-General of the Commonwealth of Massachusetts.

Funeral services for Mr. Brooks were held in King's Chapel, Boston, and his body was placed in the family tomb in Oak Grove Cemetery, Medford.

AGNES WYMAN LINCOLN.

Born at Medford, July 16, 1856. Died in Boston, December 27, 1921. She was a descendant in the ninth generation of Thomas Lincoln, the Hingham miller of 1636, and, on the maternal side, of Deacon Simon Stone of Watertown of 1635. She was a member of the New England Historic Genealogical Society, from whose *Register* (Vol. 76, p. lxxxviii) we quote (in part) the following, by permission:—

“Miss Lincoln was educated at a private school taught by Miss Ellen Wild in Medford and at the Medford

High School, where she was graduated in 1871. After leaving school she attended courses of Lowell Institute lectures and schools for the study of special subjects, such as modern languages, and was constantly seeking to enlarge the horizon of her intellectual life. She was interested in such sciences as geology, was fond of outdoor exercise, and went on many of the excursions of the Appalachian Mountain Club. She was corresponding secretary of the Stone Family Association, and compiled a catalogue of its members, showing their lines of descent, which was published by the Association in Boston in 1901 as a pamphlet of 92 pages. She was librarian and curator of the Medford Historical Society, 1900-1919, and in 1920 was elected one of its vice-presidents. A lifelong resident of Medford, she was generous in her financial support of deserving charitable organizations in her home city, and of the First Parish (Unitarian) Church, of which she was a member."

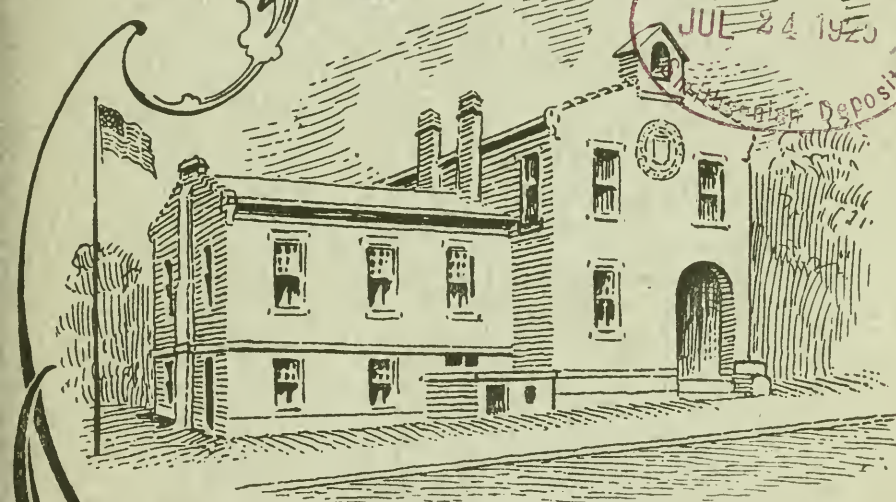
We have as yet been unable to find any to write a suitable appreciation of the painstaking work done by her during those nineteen years of service,—work that often took her into the late hours of night and away from her home.

Scrupulously exact to the minutest detail of record, she always had the Society's interest in her thought, and even in her latest hours of pain, while in the Boston hospital, dictated a letter, and herself addressed it, to the editor, regretting her absence from the meeting and sending her regards, hoping soon to be with us again. When the subject of a new Society building was broached Miss Lincoln was the first to respond with financial help, several times repeated. She gave of her time, her effort, her means, and her good will. It should be told for a memorial of her.

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[No. 2.]

HISTORICAL REGISTER



June, 1925

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MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

Editor, MOSES W. MANN.

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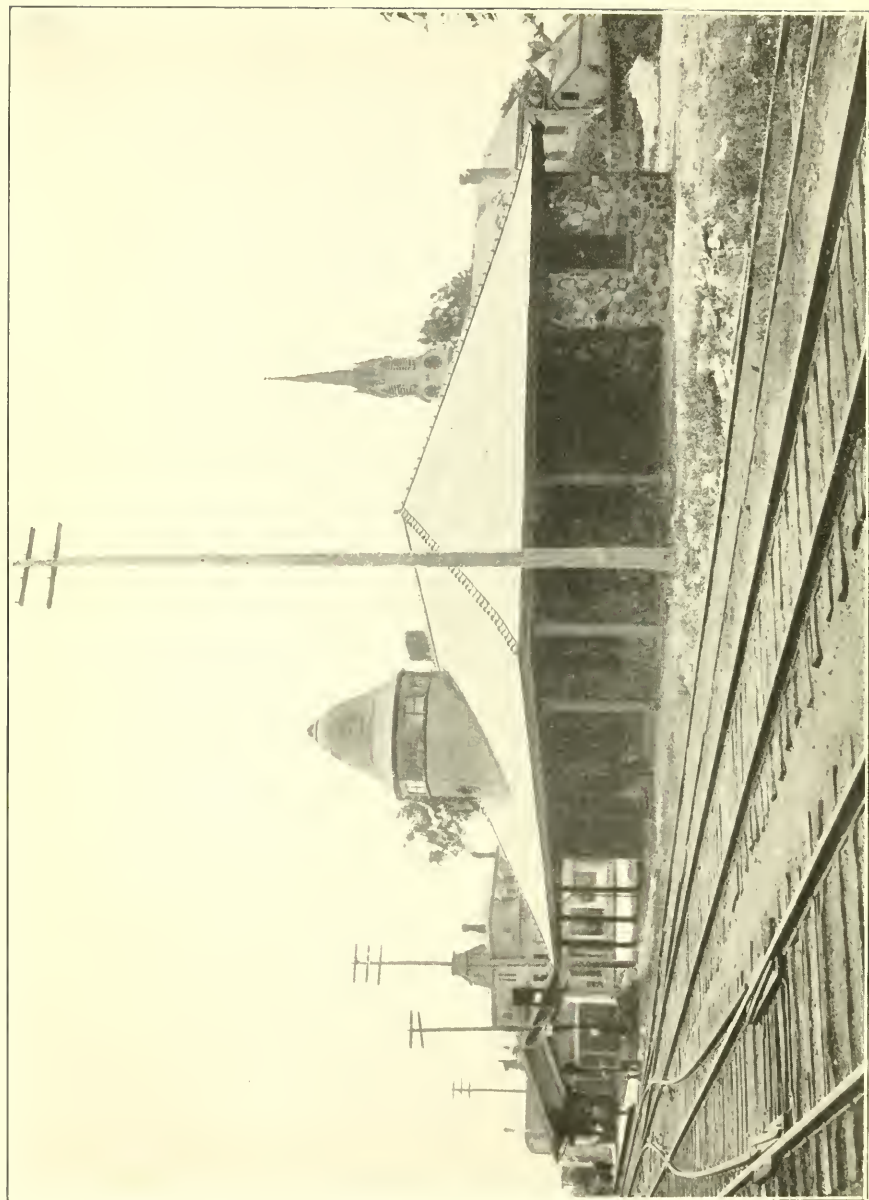
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FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in
the city of Medford, Mass., the sum of _____ Dollars for
the general use and purposes of said Society.

(Signed) _____





1855.

WEST MEDFORD RAILWAY STATIONS.

1881.

The Medford Historical Register.

VOL. XXVIII.

JUNE, 1925.

No. 2.

THE BEGINNING OF A NEW VILLAGE.

THERE recently appeared in the *Boston Sunday Herald's* Rotogravure Section a view, "Tufts College and portions of Medford as the sky-camera sees them." To the writer, this picture is of much interest, for much of it has been built within his remembrance. But *another* portion of Medford has also, and he had no sky or other camera to preserve the view as it looked *fifty-five* years ago, and he has an earlier remembrance of it, in fact, the time when the gilded letters of "Mystic Hall Seminary" first appeared on the front of that building in 1854.

In May of 1870, several gentlemen purchased the so-called "Smith Estate," from its trustees, and had it surveyed into house lots and instituted a land sale. They were Dr. A. B. Story of Manchester, N. H., Samuel S. Holton and J. B. Judkins of Winchester, Mass.

Expecting to reside in Winchester, the writer was then preparing a modest little home there, when he was engaged to the service of this "land company" (as people styled these purchasers) as their superintendent on the ground. He alighted from the 6.15 A.M. train on the morning of May 27 and begun his duties.

The railway station was a small wooden structure, with widely overhanging roof (a counterpart of that at Winchester), had been in use for fifteen years, and stood closely in the acute angle formed by High street and the tracks. He recognized the station agent as our old acquaintance, Reuben Willey, formerly at Woburn. A man with a red flag was on duty at the crossing, Daniel Kelley. There were then no gates, but in former days there had been, and at first this station was known as *Medford Gates*, and the next one, appropriately, as *Med-*

ford Steps. Two houses securely fenced in, faced High street, in which these men lived. Beyond them lay the extensive lands of the Brooks families, extending to Mystic lakes and over the hill and beyond the railroad to Oak Grove cemetery and into Winchester. On the left of High street was the greenhouse of Florist John Duane and his house, whose construction in the winter of '66 and '67 we remembered seeing during our daily trips to Boston. Away beyond that (where is now Monument street) was a big barn, forty by fifty feet. It had no windows, but big door openings in its ends. It was not a *very* old barn, perhaps thirty or forty years then. How it ever escaped the tornado of '51 or the incendiary fires of the "years before the war" always seemed a mystery. We utilized it for a shop and storehouse for two years, until it was taken down and a house built of its good material.

High street is the old "way to the weare," the "road to Menotomy," which became West Cambridge in 1807, but took the name of Arlington in 1867. But until 1850 a portion of old Charlestown intervened between it and the river. In 1870 there were only five houses in that strip along the street and none on the Medford side, so there was an unobstructed view of the village and church spires of Arlington from the railway platform at West Medford. We saw a broad open plain, level at first, and sloping gradually to the river's edge, with but here and there a tree, beyond the pear trees left on the Smith garden plot.

The Brooks estate was bordered with walls of dark Medford granite, as was also the opposite side of High street for more than half way. A few of the *latter* remain today but none on the other side. Directly opposite the crossing was River street, which extended squarely away across the plain, crossing the river on Usher bridge and joining a street of that name in Arlington, passing through the Rawson market farm and a settlement commonly called "Goat Acre."

To the right of this street, which in 1870 got the name of Harvard avenue, Thomas P. Smith had erected, in 1852, the substantial building known as Mystic Hall, now the store of Joseph E. Ober & Son. Mr. Smith lived in a large house just westward, and judging by the views of it extant, it was quite an extensive place. This house and its barn was destroyed by one of those frequent incendiary fires in 1865 or '66, but of them, more later.

A dwelling house and stable had been erected on the left of that River street a little farther on, and a way just begun, called Bower street. This house in 1870 was occupied by an elderly merchant, Henry T. Wood, and wife. It *now* stands (with its ell removed) as a *two*-apartment house opposite the fire station on Bower street, while its stable is also made into a two-apartment house, and the site of the house was that of the one-story concrete block of stores. But a more sudden change was effected on that spot on August 23, 1851, when a house in construction there was utterly destroyed by the tornado, and two men working in the attic found themselves unhurt, with the house roof over them, deposited in the field beside the railroad. When rebuilt, the house was of a different plan and design from the first. Farther along southward, at about that same time, was erected a substantial house, now standing, and also a stable. In this, in 1870, resided Horace A. Breed and family. This road was named Bower street by Mr. Smith because of a street in Roxbury (where he formerly lived) and perhaps because of a "bower of trees" thereon. Note, this is not Bowers, but *Bower*. This street connected at its end with Canal street, which crossed the railway equally as acutely as does High, but in a different direction.

On the left of Canal street, adjoining the railroad, were *six* houses,—three belonged to the Smith estate, two to Gilbert Lincoln, and the last to Edward Brooks. In the basement of that was his laundry. Capt. A. A. Samson was the occupant of the house in '70. Mr.

Lincoln's home was directly opposite, and his land adjoined the Canal house land, which latter was a part of the Smith estate. He was a carpenter by trade, "one of the old stock," who knew and did excellent work; and a very worthy man. This street was a town way, and got its name because it was the way to *Landing No. 4* of the Middlesex canal, the famous waterway which connected Boston harbor with the Merrimac river at Chelmsford (now Lowell) in 1803. Near this landing (now 120-122 Boston avenue) was the "canal tavern," such as were found at every lock along the canal's course. It was occupied at the time of the sale by Thomas Martin, an excellent stone-mason, who laid much of the stone wall on the Brooks estate. The Smith estate also included the brick house on Canal street, which was built in 1812 by the town for its almshouse, and all the land opposite from Prescott street, bordering Whitmore brook, except the "Gamage corner." None of the Smith estate houses were then occupied, until the writer took up his residence there.

With the exception of the Mystic Hall building, all that triangle lying between High street, Boston avenue and Harvard avenue was not in 1870 a part of the Smith estate purchase, nor the square opposite as far as Trinity church. Without the use of camera (sky or otherwise) we will ask our readers now to form a picture of this broad tract as it appeared in 1870, bounded by the encircling river, the straight railway, and High street bending at Grove street park (now called Bennett delta). The railroad comes down hill a little to its crossing at High street, which continues nearly level to the delta. Harvard avenue slopes gradually away, more now than then, and the tract *rises* a little to its highest point at Holton and Monument streets, so little that its decriers (and there were such in '70) called the whole "*the Flats*" and in pronouncing, the "a" was *very flat*.

Don't put many trees in your picture. There was a piece of springy ground on Jerome and Sherman streets,

where was a big willow; another larger one on Boston avenue near High, probably owing to the canal. One of *four* feet at the canal landing, also a half dozen sycamores, one now left, next the river. Some sizable elms were before the canal house and a big pear tree near each end of Monument street; a few wild cherry trees where stone walls had been, and a few elms about the dwellings we have named — only these in that big open plain. If you are artist enough, put in a growing field of rye between Mr. Breed's and the canal house, and the remains of the canal embankment here and there where is now Boston avenue. The stone walls of the canal lock were still standing and the decaying aqueduct still spanned the river and could be walked over, if one was careful. There was an island of some six thousand feet in the river, just below Weir bridge which was not the substantial structure of present time, but a wooden bridge with rough stone abutments. A rapidly rushing stream at the ebb of tide made quite a little water power at Wood's mill under the willows down stream on the Arlington side.

In the dwellings then west of the railroad there were in the spring of 1870 not over forty-five inhabitants, old and young.

Mr. Smith was a man of much ability and public spirit, and his passing away probably retarded many improvements in this part of the village. His wife was an accomplished woman, the daughter of Ebenezer Smith of Winchester, a man of means. His gift of the tower clock on the new Congregational church there in 1851 was made so quietly that forty years elapsed before it became known who the donor was. In 1854 the brick almshouse which the younger Smith had bought was by extensive repair and addition transformed into the "Mystic Mansion" and in that and her residence as dormitories and Mystic Hall (Everett Hall being later a store) Mrs. Smith opened (in 1854) her famous "Mystic Hall Seminary" for the education of young ladies. She

had an extensive clientage, somewhat from the South. She laid much stress on the four departments of education in which she specialized — *Moral, Mental, Physical* and *Graceful*. After four years she unfortunately decided to move her school to Washington. She had scarcely been established there when there occurred the John Brown raid and the Civil War, which was disastrous to her enterprise, and the school was closed. After her return she lived perhaps in the old home till its burning, and later in the "mansion" on Canal street.

Whether the younger T. P. Smith or his father-in-law, Ebenezer, was one of the "*Brooklands*" company referred to by the canal company's agent in his report, on closing the company's affairs in '52, we cannot say, but the canal's lands and tavern were in 1870 a part of that purchased of the trustees of the Smith estate. One, Benjamin E. Bates, had a plan made of the triangular plot next High street. It showed the outlines of Mystic Hall on its lot and *seven* distinct lots of from 35,000 to 65,000 square feet area. Evidently the day of small house lots had not then come. The plan was by a noted surveyor, J. F. Fuller of Boston. It was lithographed, and announced these lots for sale on Monday, October 29, 1866, at 3.30 P.M. by Samuel A. Walker, auctioneer of Boston, who was famed in his calling, and whose advertising posters were remarkable. This plan had a fine showing of Mr. Brooks' park with its trees, and showed Mr. Brooks' land bordering for some two hundred feet and "Heirs of Smith," also on the south. A copy of this lithograph, neatly framed, has recently come to our notice, and we have just learned that John Duane, who had been Mr. Brooks' gardener, was the only purchaser at that sale of Lot No. 1, 63,555 feet. He then lived in the gardener's house on Grove street, opposite the "slave wall," and purchasing the Brooks' greenhouses, rebuilt them there.

The building of the Duane house on the cellar of the Smith mansion soon followed this and comes within our

remembrance. This is now the parochial residence of St. Raphael's Church, which stands on the site of the florist's greenhouses.

Here we note another more extensive plan by the same Engineer Fuller, which covers the entire territory we have described, and some more. It is on scale of two hundred feet to an inch, but it bears no date, and shows the railway station in the obtuse angle *east* of the track where is now Playstead road. It shows a building in the extreme corner of Gorham Brooks' land (where is now the Medford Trust Co. banking rooms). It shows the outline of the large Smith "mansion house" and larger barn, the lot and outlines of "Young Ladies' Seminary," the two houses of Breed, that of Simms, the canal house and the barn on Monument street. It also shows the *old house* belonging to the railroad at the Canal street crossing and the old almshouse of 1812 in its enlarged shape. This last would indicate that the plan was made *subsequent* to 1854, when that house was thus transformed. The outlines of the various bridges are clearly shown, as also the *canal aqueduct* and *two bath houses* south of it. There, an arrow points to "Tufts College, $\frac{3}{4}$ mile." An irregularly bounded tract of 8.83 acres is there shown beyond the river (now the public reservation and parkway), its extreme corner being where the railroad crossed the canal. This point is where the tall chimney of the American Woolen Co. now stands. Beyond this is the legend, "*Formerly of Rev. Mr. Smith.*" Probably Engineer Fuller didn't anticipate the Mystic Valley parkway or the great five-story concrete building now thereon.

This plan is *subsequent* to that which shows in the Walling map of Medford, and to which Brooks' history refers. Numerous lithographic copies of it were printed and distributed at an auction sale of land on June 21, 1870. As was customary in those years ago, the promoters had a special train run out from Boston on the occasion. Tables had been set up on the lot where the

fire station now is, and a collation of strawberries, ice cream, etc., was furnished the coming throng. Then the same auctioneer, Walker, set up his red flag and began to orate somewhat on the natural beauties and advantages of the locality for homes, and led a procession of on-lookers across the field to near the old barn, and stating terms of sale, etc., asked for bids per square foot, on lots on various parts of the plan. The lots were mainly 100 x 140 feet and five cents per foot about an average price was bid, but not an over large number of buyers were present.

Our first work on coming was to get the proposed streets outlined, and in a way sub-graded, and lot bounds staked. A surveyor had preceded us, and we found Riverside avenue marked out with *two plough furrows* from Bower to River street (now Harvard avenue). We began extensive repairs (much needed) on the Canal house, and took up our own residence in one of the houses, now moved away, where is now 50 Canal street, and began to build the first new house for a prospective purchaser on Myrtle street, which was a sort of cart track to the "waterworks bridge" across the river to the pumping station. We will never forget how insignificant and lonely the frame of that house looked to us as we saw it from "Goat Acre" just after its erection — a speck in that wide, open plain. Another survey was made with new streets and smaller lots in the western corner, which found readier purchasers at a second sale in August. Next, another like survey was made in the southern corner, and the location of Riverside avenue changed to a lower grade across where in Medford's earliest days was "Markham's clay land." We found no such clay pits as those at South Medford and Glenwood, but enormous quantities of bricks must have been made in those long-ago days from the deep excavation made from the river and between Myrtle street and Boston avenue where was the high embankment of the canal. In 1870 the canal aqueduct, a picturesque ruin, still

spanned the river, and five years before was the subject of a sketch and oil painting by Nathan Brown of Brooks street.* Rebuilt in 1827 upon three new granite piers, it was an invitation for a new street to "Tufts College $\frac{3}{4}$ mile" to cross upon it.

In the autumn of 1870, the County Commissioners were petitioned to lay out such a street, sixty feet wide, as Boston avenue. The operations of the "land company" were not too heartily welcomed by a few on the "other side the track," and some opposition was made to this, but the Commissioners laid out the street. The old woodwork of the aqueduct was removed and a bridge placed upon the solid abutments of boulders built in 1802 and the granite piers of 1827, which served for about thirty years. The land company built two other houses in 1870. Joseph Cheney had moved into the first one when completed, and Edward Adams and Henry B. Nottage into the others. Elisha Pierce (a Medford civil war veteran) built one on Myrtle street, into which his mother and aunt moved in the fall. Alfred E. Ansorge built on High street, coming in February of '71, and later sold to George E. Crosby. John J. Peasley (a carpet dealer in Boston) took up five lots on Harvard avenue between Monument and Winthrop streets and on them built the house in which he lived a few years and which after his removal became the home of Grenville Redding. At the Sharon street corner was later the Hall school, taught by Miss Ellen Lane. Joseph E. Ober, Ellis Pitcher and Moses W. Mann bought at the first auction sale lots on Winthrop and Monument streets. Mr. Pitcher was then keeping a little grocery under Mystic Hall and was postmaster. Frank Lincoln was his helper.

Mr. Pitcher never built, and only last year sold his land, from which a lot of concrete blocks have been made and on which is just now being erected a dwelling. He very soon sold the store to Sawyer & Parmenter,

* See REGISTER, Vol. VII, No. 1, *Frontispiece*.

who in December sold it to J. E. Ober, who in 1871 built his present residence and Mr. Mann his, the latter person being the *first resident* on that street.

In 1870 Simeon S. Leavitt had built, by J. H. Norton, the large mansard roof house (second from St. Raphael's Church), and in '71 Charles M. Barrett (then living on Warren street) had erected his house and stable on the adjoining lot. Deacon James Pierce of Medford was the builder, and it was doubtless the best constructed of any hereabout. Only a memory now, as it has just been demolished to make way for a large apartment house.

In 1871, C. A. Folsom had erected on Harvard avenue, what was for a time called the "New York house," a showy structure built by New York men who said "We've come to show Massachusetts carpenters how to build." It was destroyed by fire two years later and Mr. Folsom moved away.

In 1872 the brothers Elijah and Warren Morse had a double house erected on High street. They moved in just after the big Boston fire, and Warren lived out his days there. In the fall of '73 Samuel S. Holton, Jr., had his house on Boston avenue built, and occupied it just after his marriage — the first (with the exception of Maxwell in the Canal house) to reside on Boston avenue. Next Gustavus Abbott built three houses opposite, and into the central one Henry B. Nottage moved. The lumber for these houses came up the river from East Boston in scows towed by a steam tug. The objective point was the bridge at Boston avenue. *Perhaps* this may have been the last time the draw of Cradock bridge was opened. It was said that there was a question of the legality of Auburn street bridge and that the captain had intended to force a passage at Auburn street, which bridge was very low and had just been built. However, the tide was too high and the *unloading* was there done.

In 1872 Trinity (Methodist Episcopal) and the West Medford Congregational Churches were organized, and in '73 erected their houses of worship, the latter com-

pleted and dedicated late in '74. These two church buildings were the *first structures* to be erected on the two plots of land between the railroad and Boston avenue. The next was the four-story brick block on Harvard avenue in '75. This was begun by J. C. McNeil in the summer. He failed to complete it and the land owners had to take it over and finish it. Then Lewis H. Lovering opened a meat and provision store in November, and George Spaulding a grocery in it. Six five-room tenements were above the stores, but slow in occupancy.

The "land company" had in '72 added to its holdings and also burdens, by purchase of the "Osgood estate" at the Hillside, and had sold some twenty-five lots to a number of men styled the Quincy Associates, but six of whom erected houses on Adams street. By 1875 very little building was in progress and times were very hard.

Not till 1880 was any house erected on Boston avenue west of Harvard except that of C. H. Morgan, and a dozen years more ere those across the street came, on the land Bates tried to sell in 1866.

In 1870 Medford was installing a system of water supply from Spot pond and all streets were in a state of upheaval. In times earlier, the house builder had a water problem to solve. The thrifty home keeper had a cistern or hogshhead sunk in the ground to save the rain water from the roofs, and incidentally to supply a mosquito colony. But for drinking water he had to rely on digging a well somewhere, regardless of the barnyard or outbuilding, really and often styled necessary. Only the larger and more expensive houses had any plumbing fixtures or bathroom, and in such all water had to be pumped into a tank in the attic, after which hard work it was used sparingly.

The new houses first built on this tract were supplied by "driven wells"—an iron pipe driven into the gravelly and sandy soil, with an iron pitcher-nosed pump, generally inside the house at the kitchen sink.

About the first of December, 1870, water was let into the main then completed as far as Monument street, and the writer was the first user in this tract, in making the plaster of the Ansorge house. Housekeepers found the turn of a faucet much easier than the old pump-handle and water bucket, but soon found that water pipes would sometimes freeze and drainage had to be cared for. In fact, it took thirty years to get an effective system of sewerage, when came another upheaval of streets, relaying of water pipes of iron, street sewers, under-drains and the "particular sewer" into every cellar, and resultant bills to pay. Perhaps there was a readjustment of plumbing fixtures not dreamed of in 1870. Meanwhile other Mystic Valley towns were having similar experiences, and Boston, which had absorbed Charlestown with its Mystic water, found it taking in the tannery drainage of Winchester and Woburn. That was then turned into the Mystic lower lake, which soon became a big cesspool and an intolerable nuisance, only mitigated by the filter beds beside the railroad in Winchester, followed by the abandonment of that supply.

Lexington and Arlington also had to send their sewage to a pumping station across the river in Somerville which raises it sufficiently to carry it across and under the Mystic just below Canal bridge through a corner of this section, and now, after thirty years even this is insufficient, and a new system's installing has kept High street in disruption for a year.

By the abandonment of the Mystic water supply the brick conduit under Sherman and Jerome streets of a mile and a half from the lake remains disused and useless. We wonder, sometimes, what *new invention or discovery* may come that may make it usable again.

We have mentioned the names of several streets which may not now seem familiar. Only High, Canal and Harvard avenue (first called River street) were public ways in 1870. The others have been accepted as such on petition of citizens at various times. Myrtle

street of the Fuller plan was given the name of Jerome in respect to Jerome B. Judkins, one of the land purchasing company, at suggestion of E. W. Metcalf, who started the petition. This was because there was already another street of that name in town. For the same reason Winthrop was called Sharon, suggested by the Morse brothers in respect of their old home town. Linden became Fairfield avenue in honor of a worthy resident of that name. Minot became Boston avenue, and Riverside avenue, Arlington street, the town just having given the former name to old Ship street. Holton street is named in honor of another of the "land company" who laid it out to make possible a corner lot for Trinity Church. First, from Bower to Boston avenue, it was later extended to Sharon, where is the Hervey school.

This tract of land we have described is bounded on one side by four shining bands of steel, kept bright by the car wheels; on another by High street, with its dark granite walls, and on the other for over a mile, by the shining waters of the Mystic. But even that has changed. There are now no marshes and tides, no more flow and ebb. Its channel is deeper and its banks somewhat changed and the island gone, and a border along its edge has been taken by the Commonwealth for a public reservation. Along the Arlington side is the parkway, and eventually there must be one on the other, already partially graded. Over it courses a ceaseless flow of pleasure travel by automobile, something unknown in 1870, as was equally unknown the electric street and house lighting, which displaced the gas that still remains to do our cooking.

As early as 1871 our boys had the "devil's fiddle" (mother's tomato can and a string), but now almost every house has its telephone. The treeless plain of 1870 now has its shaded streets and well-kept dwellings. Instead of the forty dwellers, if you wish to know how many now, get the latest list of residents of ward six and count

the names of those over twenty years and add a liberal percentage for the children.

On that desolate tract of 1870 stand four churches and there has been another. The business life of the West End is there well represented. Our veteran grocer Ober still does business at the old stand in Mystic Hall. Blacksmith Dinsmore still shoes horses, between two big public garages, and the various lodges are housed in the Sagamore building. As we write this we find that only four persons now reside on this west side of the railroad that were there when we came in 1870, and perhaps not more than eight on the eastern side in West Medford. It is a pleasant section of our city in which to live because of its growth and the people that have made it such. We trust we have done our part with them.

In this story we have only dealt with the earlier years. Another village, the Hillside, has grown "this side the track," another of two hundred houses on the Brooks estate and more coming. —MOSES WHITCHER MANN.

ONE HUNDRED AND FIFTIETH ANNIVERSARY OF PATRIOT'S DAY.

Sam. Adams, the proscribed patriot, must have had a vision when he said at Lexington, "What a glorious morning for America!" But he and the other proscrip, Hancock, found it desirable to move further away to the quiet home of Parson Marrett in Woburn precinct. A century and a half and the provincial America has become "America the beautiful, from sea to shining sea."

The anniversary of that battle day, made a holiday by our General Court, was wisely named by Governor Greenhalge "Patriot's Day." It is well that special observance of it is made, all the way from Boston to Lexington and Concord.

Medford did well her part for two days this year, as

the nineteenth fell on Sunday. In the churches, at morning service, especial notice was taken, and at Medford theatre, in the afternoon, a great concourse of citizens assembled. Appropriate addresses were made by our Governor Fuller and Mayor Coolidge. The latter was especially commemorative of the Medford Minute Men of 1775. The local press said, "No more comprehensive story of Medford's part in the opening days of the Revolution has ever been prepared." The REGISTER will preserve the same in a coming issue.

Monday (of course) was the day of celebration. No snow had fallen since January 29, but the early morning of April 20 brought some—the ground white—with chilly air and adverse conditions, a contrast to the waving grass of April 19, 1775. But a thousand of the school children and ten thousand people gathered for the occasion about the old home of Captain Isaac Hall. As usual (in recent years) a cavalryman, representing Paul Revere, "rode over the bridge into Medford town" with his escort. Later came the mayor of Boston, with General Pershing, who inspected the Medford Minute Men of today. The genial owner, Edward Gaffey, made them welcome and opened hospitable doors to many friends.

The few Grand Army men left to us turned out, true to the colors, as ever, as well as their associates, and the Legion. A Medford girl read the "Ride of Paul Revere;" "America" and "Star Spangled Banner" were sung, and the mayor made the brief address which we present. Then the rider started, and was followed to Lexington by the fifty-nine Minute Men with their old guns and costumes, not omitting the famous rum barrel. There was a Sioux Indian chief upon his broncho (Sergeant Brewster), a feature not in Captain Hall's old command.

All present houses which were there when Revere rode by were marked for the occasion with a placard by the city messenger, directed by a committee of the Historical Society. Medford did herself proud that day.

THE MAYOR'S ADDRESS.

Yesterday and today mark the anniversary of a past that deserves remembrance. Back one hundred and fifty years ago from yesterday, the battle of April nineteenth raged all along the highway from Concord to Charlestown. One hundred and fifty years ago today the Minute Men of Medford, who the day before had pursued the British along that line of retreat, were in quarters in Cambridge. The die was cast. The long struggle for independence was on.

We are the successors of that generation. We enjoy in peace all that they established out of that first armed stand in 1775. Their labor has become our liberty; their sacrifice our security; their privation, our prosperity. Out of all they gave, we have gained that for which, in the language of the day, they took up arms,—life, liberty and the pursuit of happiness. These have become to us a birthright, unquestioned and unchallenged.

It is fitting that each year we bring back into our consciousness the significance of the stirring events of a century and one half ago. In Massachusetts in particular, where the first volley of the Revolution was fired, let us Americans of today, whether we are descendants of the earlier settlers of this one-time colony, or of the later citizens of the present Commonwealth, join in grateful, reverent memory of the Americans of 1775 who in this region roundabout laid the beginning of our common country.

Here in Medford we are linked directly to that past. Without change of name, and with little change of boundary, Medford, the town of 1775, has become Medford, the city of our day. In our midst stand, like sentinels through the changing years, houses that saw the dawn of that April nineteenth. We gather in the presence of this venerable house. Here at the door, Paul Revere gave the first alarm on that ride through the night. From this house, while Revere dashed on up the country road to join Dawes in Lexington, the word of

alarm spread through the town. It echoed through the night with the clanging of the bell in the steeple of the meeting house just beyond us up the street. It sped through the darkness with the unknown horseman who galloped from Medford to Malden. From along the roads that crossed at the Square they gathered where we stand. Near here the company formed, and before the sun rose, marched off into that day and into history.

Long years have passed since those Minute Men of Medford went up the road into the first battle of the Revolution. In the later days of that grim struggle other companies followed and other recruits filled the waning ranks of the Continental army. Medford men were at Bunker Hill, at Dorchester Heights, at Ticonderoga and Saratoga. But here and now, on the very ground where the first Minute Men assembled, our gratitude is kindled as we fancy that sturdy troop in the early morning, advancing to the unknown fate of pioneers in that most perilous venture of all,—the quest of liberty against constituted authority.

It was our liberty, not theirs alone, for which they risked all they had to give. It is therefore fitting that we evidence our remembrance of these men by a memorial more permanent than the spoken word or the gathering of the day. In the near future, but marking the observance of this one hundred and fiftieth anniversary, will stand a memorial bearing in lasting bronze the names of these Minute Men of Medford. It will fittingly stand near the spot where they gathered,—along the edge of the highway over which they passed.

Let it stand for long years, together with the Honor Roll Memorial, before the public school, holding up before us and our children's children the proud memory that from generation to generation patriots have risen in Medford. Let it hold up before us, too, their mute appeal, brought from that distant past, that we of our day serve too the generations that are to come.

COLONEL EBENEZER FRANCIS.

The recent dedication of the Bennett Delta recalls the memory of another distinguished soldier who lived at this spot: Ebenezer Francis was born here on December 22, 1743, and baptized on Christmas Day, the following Sunday, and here he lived to manhood, in a house then standing on the northerly side of High street, opposite the easterly end of the delta. This house was afterwards moved to Woburn street and is now standing back from the road on the property of the Oak Grove Cemetery.

Brooks says of his early years that "he was studious to gain knowledge, and succeeded beyond most others." He moved to Beverly and, in 1766, married Miss Judith Wood, by whom he had four daughters and one son. That son he named Ebenezer, and he became a prominent merchant of Boston.

Colonel Francis had three brothers who became officers in the Revolutionary army and their records reflected credit to their native town.

Ebenezer was commissioned Captain by the Continental Congress July 1, 1775; next year he rose to the rank of Colonel, and commanded a regiment on Dorchester Heights from August to December, 1776. Authorized by Congress, he raised the Eleventh Massachusetts (Continental) regiment, and in January, 1777, marched at its head to Ticonderoga.

Burgoyne had started on his campaign from Canada and arrived at Ticonderoga, which was commanded by General St. Clair, with about three thousand men. The American forces were not sufficient to hold the fort and an adjacent hill (Sugar Loaf) which commanded the position. The British succeeded in dragging guns to the top of this eminence, and on the morning of July 5, 1777, the garrison awoke to the realization that they lay at the mercy of the enemy. As the result of a council of war, an evacuation of the position was decided upon, as soon as possible.

The retreat began at three o'clock on the morning of July 6, via a bridge of boats across the lake, which is very narrow at this point.

The retreat was conducted with great skill. The entire garrison had safely crossed the bridge, when a house was accidentally fired and the whole scene illuminated. An active pursuit was at once begun and the British forces under General Fraser overtook the rear guard near Hubbardton, Vermont. The American forces consisted of the regiments under Colonel Seth Warner, Colonel Hale and Colonel Francis. Hale's regiment abandoned the field precipitately, so that the whole burden of the fight devolved on Colonels Francis and Warner, who were left with a force of not more than nine hundred men.

The British force was officially reported at 858. The result was in doubt for some time, with the advantage slightly in favor of the Continental forces when reinforcements arrived for the enemy and the Americans were forced to retire with the loss of 360, including wounded and prisoners. Forty officers and men were killed, including the gallant Colonel Francis.

An account of his death from the journal of Captain Greenleaf says: —

Colonel Francis first received a ball through his right arm, but still continued at the head of his troops till he received the fatal wound through his body, entering his right breast. He dropped on his face.

His chaplain says: —

No officer so noticed for his military accomplishments and regular life as he. His conduct in the field is spoken of in the highest terms of applause.

John Francis, a brother of Ebenezer, born in Medford, September 28, 1753, was adjutant in the regiment commanded by his brother, and fought bravely at Hubbardton. He was in several battles during the six years of his service and was wounded at the battle of Saratoga.

—HALL GLEASON.

OUR ILLUSTRATIONS.

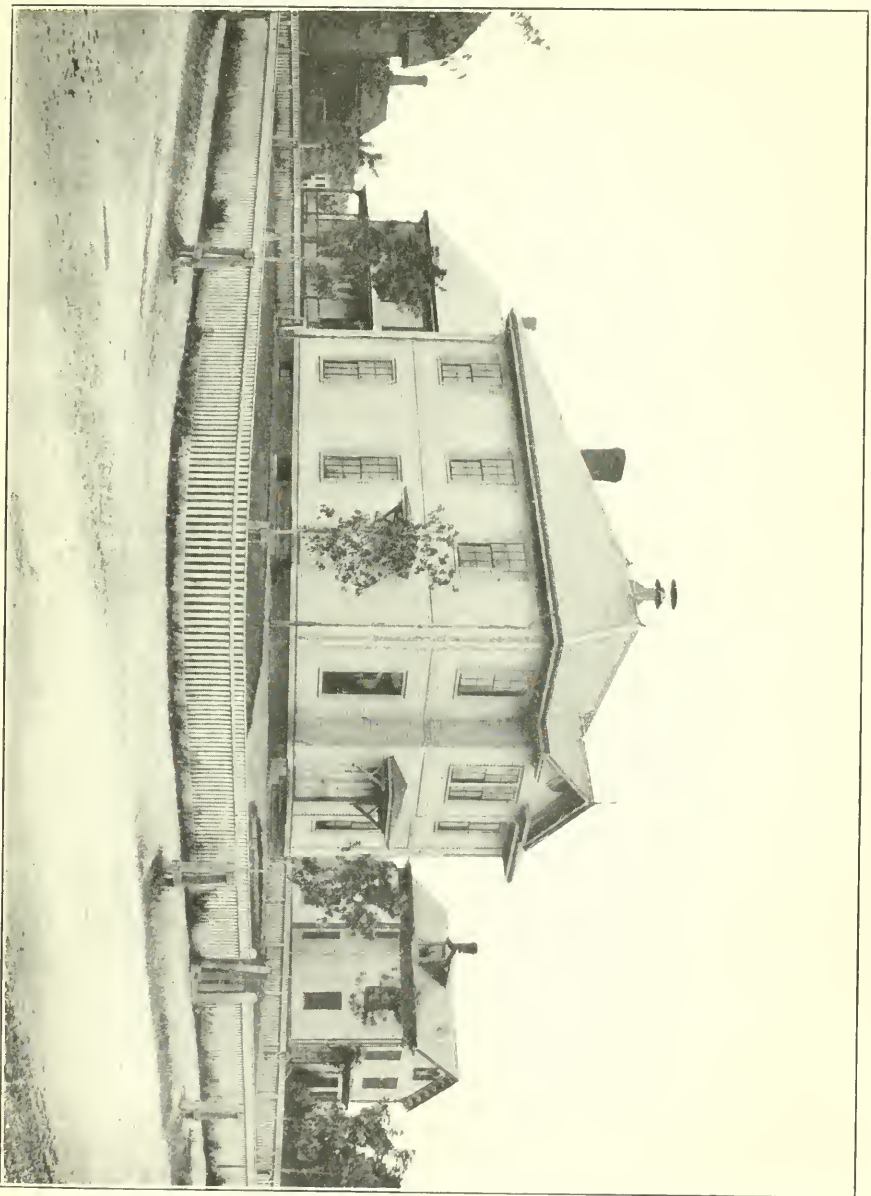
Our frontispiece, taken in 1881, shows the old railway station at the street crossing, and the rear end of Mystic Hall, with its studio annex and conical sky-light.

The dwellings of the agent and flagman were removed to Canal street crossing, the latter becoming that of "Faithful Mike" Griffin. The belfry and clock tell of the Congregational Church, where is now the fire station. The new station of stone is a substantial one, but not in use when the view was taken. Its floor was *lower* than the tracks, and the octagonal tower, with bell-shaped roof, was an afterthought, added to relieve the somewhat squat appearance. Later, a locomotive vane was placed on it. This building is the subject of a booklet, *A Novel Cabinet*, giving a geological list of its stones.

The buildings across High street were moved from Holton street in 1877, enlarged, and made into stores and tenements, one always a pharmacy, the other till recently a market.

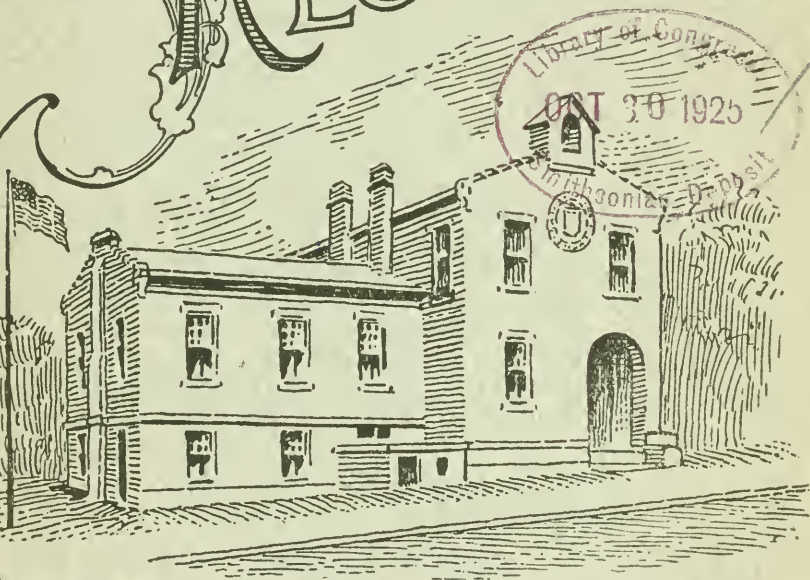
Note the cross-over and siding tracks and the old switch target, the freight room and annex of early days. These were removed across the tracks, made into a store (now and for years a laundry). Into it Mr. Willey moved the post office in July, 1870. Nahum Wilber succeeded him in both positions and there set up a periodical and notion store in a little room made between the waiting-rooms. A view of that, by artist Hans Schroff, Wilber preserved.

In a few years was needed the Hall schoolhouse on Harvard avenue and Sharon street, an excellent one, built by Dea. James Pierce. Misses Ellen Lane and Ella Alden were teachers. One of the best, it was the least time used of any, sold, and taken down. It was used in building a new house in the corner. In the left-hand corner the Editor last winter erected a unique bungalow. From it we send out this issue of the REGISTER, and begin our eighteenth year of service.



HALL SCHOOLHOUSE.
Corner Harvard Avenue and Sharon Street (1879).

HISTORICAL REGISTER



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JOSEPH C. MILLER, JR.

MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

Editor, MOSES W. MANN.

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FORM OF BEQUEST.

I give and bequeath to the Medford Historical Society, in
the city of Medford, Mass., the sum of _____ Dollars for
the general use and purposes of said Society.

(Signed) _____



1111, Square "Madison"



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SEPTEMBER, 1925.

No. 3.

MEDFORD AND HER MINUTE MEN, APRIL 19, 1775.

Address by Hon. Richard B. Coolidge, Mayor of Medford, April 19, 1925,
at Medford Theatre.

IN Medford, as in the neighboring cities and towns, we meet today in memory of the men and the events of April nineteenth, 1775. On that day and in this region roundabout began the American Revolution. For that reason the nineteenth of April, in whatever year it falls, speaks for itself. Today, after the passing of a century and a half, it speaks significantly to us, citizens of the great and prosperous America, whose beginnings were in the first armed stand of the Minute Men gathered from the towns roundabout us.

Here in Massachusetts, in the decade preceding that year, from event to event grew the resolve of free men to preserve their liberties. Here in Middlesex county on that day, at the flash of the first volley at Lexington, flamed up the unconquerable spirit of the Revolution. Here in Medford her patriot sons, roused in the middle of the night, hurried toward Lexington in the early hours of the morning, and at this moment in the afternoon were pursuing the retreating British down the highways through Cambridge to Charlestown.

It is a day for America to remember, for in the gray light of that April morning, on Lexington common, the course of history changed, and English colonies from that beginning became a great and free people. It is a day for Medford to remember for the part her citizen soldiers played in that eventful drama. If there were reminders needed, they are all about us.

In Medford and all along the battle road to Concord stand sentinels of that day. One need not go to Lexing-

ton common or beyond to the North bridge in Concord to feel the consciousness that in that region lay the first battle of the Revolution. One need not scan the roadside markers or read the inscription on the larger monuments. That whole country side of Middlesex county speaks of the days of 1775. The long established roads leading from town to town, the stone walls skirting the highways, the ample houses fitting snugly to the ground against the winter's cold, the generous chimneys where the wood smoke drifted upward from broad hearths, the great elms, the relics of old orchards, the spreading fields and woodlands, all speak of the days of 1775 when families, that were large, lived uncrowded along the Middlesex highways. Indeed, is there not stamped upon the imagination of the school boy of today who lives in this and neighboring towns the half-formed picture of that day? Is there not, in the consciousness of all of us, the proud heritage that hereabouts was enacted the first scene of a drama of momentous import? Before the years take us farther from it, let us pause after the century and a half to bring to mind the spring days of 1775.

When March turned to April one hundred and fifty years ago it ushered in an uneasy spring for the colonists of Great Britain in North America. In Massachusetts, in Boston and the neighboring towns, a new restlessness, stimulated as it were by the rays of the spring sunshine, permeated life itself. It was the outcome of what had gone before. For ten years, in fact, there had been gathering on the part of the colonists of Massachusetts against the mother country resentment, resistance, defiance, and finally determination and action to protect and preserve their liberties by force of arms. The cause lay ten years back in the policy of the English Parliament to impose arbitrary taxes upon the colonists. In 1763 England had wrested from France supremacy in North America. In that seven years' struggle the colonists had served the mother country. In recognition of that fact England had remitted to the treasury of Massa-

chusetts substantial sums in part payment of expenses thus advanced. In 1765, however, the financial policy of a majority of the British statesmen sought to reimburse the royal coffers by a tax upon the colonies. Its first form was a stamp act, so bitterly opposed that it was repealed in less than six months. Next was passed a military act, which provided for the partial subsistence of armed soldiers on the colonists. Out of this grew the Boston massacre of March 5, 1770. In the meantime was passed another act taxing tea and other commodities, but repealed upon all articles except tea in April, 1770. In Boston the colonists' response was the Boston Tea Party. Then, in consequence, came the Boston Port Bill, which on June 1, 1774, closed Boston as a commercial port and removed the Custom House to Salem.

This measure, reinforced by the encampment of four thousand British troops in Boston, struck at the livelihood of the whole countryside and goaded the colonists into measures of defence. On October seventh of that year the first Provincial Congress was organized at Salem with John Hancock as president, and the second in Concord on February 1, 1775. In October the Congress, in considering what was necessary to be done for the safety and defence of the Province, determined upon the purchase of one thousand barrels of powder. In February it had gone farther and voted to provide military stores sufficient for an army of fifteen thousand men. In the meantime the Congress, in the language of their resolves, recommended that the inhabitants perfect themselves in the military art.

Such is the skeleton record of events that preceded the meeting of the Congress in Concord on April 15, 1775, when, as the journal states, it adjourned upon call "considering the great uncertainty of the times." It adjourned, too, leaving some hundred barrels of powder scattered, as General Gage wrote to Lord Dartmouth of the colonial office, "in different places up and down the

town." Three days later, on the evening of the eighteenth, uncertainty had become more acute, for Hancock and Adams slept in Lexington with a guard of eight men posted at the door.

In all the ominous period that ends for the moment as the patriot leaders slept in the fancied security of Lexington, Medford was stirred as were her neighbors.

In 1766, when the Stamp Act was repealed, a great bonfire on Pasture hill celebrated the passing of that odious measure.

In 1773, when the sons of liberty steeped the English tea in the Atlantic, a townsman, John Fulton, wielded a tomahawk in the righteous cause.

In 1774, in town meeting assembled, the inhabitants voted, "That we will not use any East India tea in our families until the act be repealed."

In 1774, too, when the Boston Port Bill brought to a standstill the business of lightering down the Mystic, the town, though trade was at an end and whole families were in calamity and distress, voted "not to approve of any bricks being carried to Boston until the committees of neighboring towns shall consent to it."

When General Gage began the fortification of Boston Neck, the committee of safety in Medford began to collect ammunition. It was stored in the powder house which still stands just across the Somerville line. Three days before the troops of General Gage seized the ammunition, Thomas Patton of Medford removed the Medford stores to a place of safety.

In November, 1774, it was voted in town meeting to pay no more province taxes to the royal treasurer. Later it was voted to pay this money to the treasurer under the Provincial Congress. In that Congress Benjamin Hall of Medford represented the townspeople. As a member of the committee of supplies, he sent to Concord a large consignment of military stores and material for constructing barracks.

When in the October previous the Provincial Con-

gress urged the inhabitants to perfect themselves in the military art, that recommendation had been anticipated in Medford. Indeed, almost a century and a half before 1775 the townspeople had taken steps to that end, for in 1630 the first tax levied on Medford inhabitants was one of three pounds to provide for the payment of instructors in military tactics.

It was John Brooks of Medford, later Dr. John Brooks of Reading, and later Governor Brooks of Massachusetts, who in the years previous to the Revolution drilled the Medford youths into a company of militia. Of that company, in 1775, Isaac Hall was captain. The Minute Men of Medford, while Hancock and Adams were sleeping in Lexington on the evening of Tuesday, the eighteenth of April, had dispersed to their homes. But their flintlocks were within reach, for rumors were rife that action was at hand.

Thus Medford waited for the day that was to follow.

In the late evening of April eighteenth the waning moon cast a phantasy of light and shadow over the sleeping town. Down from the hills to the north, almost to the river bottom, spread the dark forest, the Charlestown wood lots of earlier years, with Pine hill rising in their midst. Along the Mystic ran the way to the Weirs. From the cross roads near Cradock's bridge ran the road to Charlestown, and from the same point, later the market place, led the road to Salem. Between the two lay the river road. From the road to the Weirs, at some distance from Mystic pond, ran the road around the woods. Opposite Rock hill the Woburn road branched off to the towns on the north, reached also by the Stoneham road, leading from the Salem highway, up past the great brickyards, where it was lost in the darkness of the wood lots, disturbed only by the lonely howl of a skulking wolf. Along these highways were gathered most of the houses, but little over a hundred in number, where dwelt less than a thousand townspeople. Up the road to Menotomy the moonlight fell upon the steeple

of the third meeting-house, silent in its mid-week desertion. Beyond the square, about an equal distance down the road to Charlestown, it greeted the last flickering candle-light in the Admiral Vernon. There, too, the vague rumors of the day, discussed at the tavern bar over many a round of "flip," were lulled in the quiet of the surrounding night. Medford slept. But it was a restless sleep, both within and without, where the chill wind of an early spring, coming over the hills, rustled the tree tops as if in apprehension.

In the last hour of that restless day two spots of light carried their rays from the steeple of the North Church in Boston up the valley of the Mystic. With the new day, the nineteenth, a horse and rider burst over the crest of Winter hill and dashed down the slope along the road from Charlestown into the sleeping town. On the left, as they drew nearer the bridge, the rider passed the mansion house of Isaac Royall, set back in the midst of its ample estate. The glint of moonlight fell upon its darkened windows, for Colonel Royall, the Sunday previous, had ridden off in his chariot to Boston, and was then and thereafter absent from Medford. But the house, more steadfast than its master, greets us today as it greeted Revere in that early morning hour.

Across the Mystic, at the town square, the horse and rider turned to the left into the road to Menotomy. There on the right stood the house of Isaac Hall, captain of the Minute Men. Here he drew rein. A knock on the door, a hurried alarm, and with the prompt response of candle light from within, Medford was again astir. That sentinel of the past stands in our midst today. Up the road to Menotomy the messenger of the night pressed on, by the dark meeting house on the right, up the slope of Marm Simond's hill, by the house of Jonathan Brooks, still standing at the fork of the Woburn road, over the bridge at the Weirs, into Menotomy and on toward Lexington. So Paul Revere came into Medford, and so, lost in the moonlight and the shadows of the lonely road, he left it.

It was at Captain Hall's house that he made his first stop on that night ride. But, in his own language, after leaving Captain Hall's, he gave the alarm at almost every house on the way to Lexington.

It is not recorded at what hour of the night Captain Hall assembled his company of Minute Men. It is certain that from midnight to sunrise, in house after house, the flicker of candle light revealed the household aroused, the flintlock and powder horn passed by hands trembling with excitement to the father or brother who, swinging on his accoutrements, hurried out into the night. Doubtless before sunrise every household knew that the British regulars were moving toward Concord and that the moment of action had come. We may well believe, as the chroniclers relate, that the repeated gun shots, the beating of drums and the ringing of bells echoed through the air a general alarm.

Of the fifty-nine Minute Men who trooped up the road to Menotomy where Paul Revere had passed at midnight, nine bore the name of Tufts and five the name of Hall. The names of the entire company are recorded in "A True Record of the Travels and Time of Service of the Company of Medford Under the Command of Isaac Hall in the Late Colonel Gardner's Regiment."

We leave them, then, for a moment tramping along the road beyond the bridge at the Weirs, alert, determined, grasping their flintlocks in the firm grip of men certain of danger but uncertain at what corner of the road it may face them.

The townspeople left behind did not idly leave the business of the day to the fifty-nine who had marched off. After daybreak the town was almost destitute of men, for unorganized volunteers, singly and in groups, took up their own hurried march, eager to be in the fray. One was Henry Putnam, in 1758 a lieutenant in the Louisburg campaign, and past the age of military service. Seizing his flintlock as his wife asked if he were

going without his dinner, he answered, "I am going to take powder and balls for my dinner today, or to give them some." Another was the Rev. Edward Brooks. From his house near the old slave wall on the Grove street of today, he too went over to Lexington, and with full-bottomed wig, rode on horseback, his gun on his shoulder. From the garret window of that house his son, Peter, prompted as we may fancy by the impulse of more than one boy of the age of eight, listened to the guns of the British at Menotomy and saw them glisten under the morning sun.

Along with the volunteers, throughout the morning the country people were moving through Medford toward Menotomy—in their faces curiosity, suspense, apprehension—in their hearts determination, as they realized that the die was cast.

As the day wore on armed Provincials from other towns trooped through the town. The road between Medford and Salem was the highway leading to the country northeast of Boston. To Malden a horseman from Medford dashed along this road in the early morning, scattering the alarm. His name is lost. The clanging of the meeting-house bell, then on Bell rock, brought the townspeople of Malden to the Kettell's tavern. There seventy-six men under Capt. Benjamin Blaney assembled, and with drums beating, marched to Medford under orders to proceed to Watertown. Near Cradock bridge the company halted while the whereabouts of the British was verified, and then at noon proceeded through the town to Menotomy.

The same messenger, perhaps, carried the alarm to Lynn. At some hour of the morning thirty-eight men from Lynn marched through Medford in the direction of the gun-shots up the Lexington road. The word reached Salem and Danvers at about nine o'clock in the morning of the nineteenth. The Danvers men, three hundred and thirty-one of them, without waiting for a full regiment, set off at nine o'clock. Before noon they

came striding through Medford and in four hours did the march of sixteen miles to Menotomy.

All these, during the day, came down the Salem road through the square and followed the route taken by Captain Hall and his men during the cool hours of the early morning. The day, in the meantime, had become very warm and the air dry, for the season was so advanced that along the roadside was the waving grass of summer. Over the same route, in the afternoon, as far as the square, came three hundred men from Salem. They turned down the Charlestown road where, as they reached the top of Winter hill at the edge of early evening, they witnessed the running fight upon the exhausted British. To these Minute Men from other towns, as they passed the house from which her husband, the Rev. Edward Brooks, had ridden off in the morning, Abigail Brooks served chocolate—chocolate, but no tea. It was at this house, too, where that militant man of God extended Christian hospitality to a wounded enemy, Lieutenant Gould of the King's Own, wounded at Concord, and while proceeding in a borrowed chaise, captured by the old men of Menotomy. In Medford, he wrote, "I am now treated with the greatest humanity and taken all possible care of." These, we may imagine, were but instances of the hospitality dispensed by the good wives of Medford, both at the roadside and the hearthside.

So passed the nineteenth of April in Medford, and when night came companies from other towns, too late to enter the fight, were quartered in its midst.

But what, meantime, was the business of Captain Hall and his company who marched off under the waning moon, pressing on after Paul Revere?

It was about half-past ten in the evening of April eighteenth that eight hundred British regulars under Lieutenant-Colonel Smith, having assembled at the foot of Boston common, now Boylston street, embarked across the Charles for Lechmere point in East Cambridge.

There began their midnight march to Lexington through Cambridge, both to capture Hancock and Adams and to destroy the Provincial stores. The expedition was intended to be secret. To prevent his movements from becoming known, General Gage sent out ten or more sergeants, posted along the highways in Cambridge and toward Concord. It was while the troops at rest on the Cambridge shore were receiving a day's rations and thirty-six rounds of ammunition that Revere started from the Charlestown shore, mounted on Deacon Larkin's best horse. He had gone beyond Charlestown Neck, along the Cambridge road to the point where Crescent street now joins Washington street in Somerville, when he caught sight of two British officers halted in the shadows by the roadside. Wheeling his horse, he dashed back along the road to the Neck and turned into the Mystic road, now Broadway and Main street in Somerville, and Main street in Medford. It was the two British officers who intercepted Revere on his intended route to Cambridge that caused him to make the detour through Medford. It is because of those unknown soldiers of the night, lurking in the shadows of the road, that in Medford and at the house of Isaac Hall was sounded the first alarm on that ride.

It was one o'clock before the British column left the Charles river behind them. By that time Revere was in Lexington, and one hour earlier than that Medford had the news that the British were moving. By two o'clock the King's men were in the present Union square, Somerville. By three o'clock, coming up the Lexington and Concord road, now Massachusetts avenue, they had halted at the present Arlington center. Indeed, the Sons of Liberty were aware of the intended march even before the troops themselves. In more than one house along the route, as the steady tramp of the advancing column awakened the householders, they peered out upon the strange sight of the passing red coats. Signal guns and alarm bells rapidly spread the

news, and here in Arlington, Smith, realizing the significance of the signal guns and alarm bells, sent back to General Gage for reinforcements.

At five o'clock the troops had covered the eleven miles to Lexington. There on the common, just before sunrise, the light infantry, under Major Pitcairn, exchanged the first volleys with Captain Parker's Minute Men who stood in the path of the invading army.

Here, as the Minute Men fell at sunrise, war began. To the British that encounter was little more than a skirmish. In half an hour, with fife and drum and flying colors, the column moved up the road. By eight o'clock Smith's main body had reached its objective six miles further on in Concord. There they searched out the stores, and there, between the hours of nine and ten, their advance turned into a retreat in the battle of the North bridge.

During the entire advance of the British toward Concord it is not easy to determine the whereabouts of the Minute Men from Medford. The hour of their starting is not recorded. One historian writes that they were early on the march. Nor is the precise extent of their march known. During the British advance to Lexington the troops were unmolested by armed Provincials. At Lexington, Captain Parker's men alone barred the way.

At Concord it is known that both Minute Men and militia from Acton, Bedford, Lincoln and Carlisle, together with the Concord men, bore the brunt of the attack at the bridge. Captain Hall's men were then doubtless further down the road.

It was noon when Colonel Smith gave the order to march back to Boston, a long seventeen miles, long for the able-bodied who had been without sleep since ten o'clock on the evening before, and longer for the wounded, who were now numerous. As the column moved, the hills along the road were swarming with Provincials—five thousand of them, wrote Ensign De Bernice of the

tenth regiment. It is probable that some, at least, of the Medford Minute Men were among the unorganized troops skirting the road on the higher level of the hills. Out of Concord about a mile is Merriam's corner, and here it is commonly said that Captain Hall's men fell in with the Reading company under Major John Brooks. Here the battle suspended at the North bridge was renewed, with fatalities on both sides. At this point American reinforcements came in, to the number of one thousand one hundred and forty-seven, bringing their forces, at the most, up to fifteen hundred, somewhat less than the five thousand who appeared in the exaggerated vision of the ensign. In no formal list of the reinforcements do the Medford men appear. Tradition, however, is to the contrary.

For present purposes we may again adopt the words of De Bernice when, in reference to the progress of the troops through Lincoln into Lexington he wrote, "The Provincials kept the road always lined and a very hot fire on us without intermission. We began to run rather than retreat in order." So, too, later reported his lieutenant-colonel, that the firing on his troops "increased to a very great degree and continued without the intermission of five minutes altogether for, I believe, upwards of eighteen miles."

If the Medford men were not among the Provincials who carried on the running attack both on the main column and the flanking parties, there was other business for them along the road below Lexington.

When Smith reached Arlington on his advance twelve hours earlier, alarmed by the general uprising that was becoming evident he sent back to General Gage for reinforcements. A thousand men under Lord Percy proceeded to his relief. Their progress from Boston Neck through Roxbury, Brighton, Cambridge and Arlington was not unmolested. At Arlington, for instance, the old men of Menotomy lay in wait and captured his entire baggage train, driving the horses off to Medford. Be-

tween two and three o'clock his column reached Lexington about opposite the present high school and there, opening their ranks, received into that welcome shelter Smith's exhausted troops.

It was nearly four o'clock when the British forces again moved. Their progress, marked by pillage and burning, evidenced Percy's conception of the warfare that his exigencies warranted. The Minute Men, now bitterly aroused, continued the attack down the road into the present Arlington. There the Americans, under General Heath and Doctor Warren, rallied and attacked Percy's rear guard. Here some eighteen hundred men reinforced the Provincials. Among these companies are all those who are definitely known to have marched through Medford to Menotomy earlier in the day. Here are listed as entering the battle Captain Hall of Medford, fifty-nine men; Captain Blaney of Malden, seventy-five men; Captain Bancroft of Lynn, thirty-eight men; and eight companies of Danvers men, totaling three hundred and thirty-one men. It thus appears that these companies, among others, may have been definitely held at Menotomy, or in the uncertainty that attended the direction of the unorganized American forces, that they awaited the developments of the day at this point. At the base of Pierce's hill, now Arlington heights, the battle raged along the highway to Arlington center. Between the house of Jason Russell, still standing on Jason street, and the center of the village, the fighting reached its climax. Altogether in Arlington on that afternoon twenty-five Provincials fell or were mortally wounded. Among them were Henry Putnam and William Polly of Medford.

It was between five and six o'clock that Percy crossed into Cambridge, then into the present city of Somerville at the corner of Beach and Elm streets, down Somerville avenue into Union square, and so on down Washington street along the then Cambridge road. Soon after sunset the column reached Charlestown common, now

Sullivan square, and wheeled up Bunker hill. The British were back in Charlestown.

All along this route the Minute Men kept up the attack upon the exhausted and disordered British, sometimes in organized attack, sometimes in personal encounter. Among the troops that followed the British down into Charlestown were the Minute Men of Medford.

So ended the battle of April nineteenth, and while the women and children of Charlestown were fleeing in terror across the marshes to Medford, the Medford company proceeded to Cambridge, which became the headquarters of the American army.

But how looked at these events Hugh Earl Percy, whose men that night recrossed the Charles in the boats of the *Somerset*, which swung in the tide as Paul Revere, the night before, passed under its shadow?

On August 8, 1774, Percy wrote to Henry Reveley, Esq., Peckham, Surrey, "The people here are a set of sly, artful, hypocritical rascalls, cruel, & cowards. I must own I cannot but despise them completely."

On April 20, 1775, in an unofficial account of the retreat, he wrote General Harvey, "We retired for 15 m under an incessant fire, wh like a moving circle surrounded & fol^d us wherever we went, till we arrived at Charlestown at 8 in the ev'g, . . . Whoever looks upon them as an irregular mob, will find himself much mistaken. . . . You may depend upon it, that as the Rebels have now had time to prepare, they are determined to go thro' with it, nor will the insurrection here turn out so despicable as it is perhaps imagined at home. For my part, I never believed, I confess, that they wd have attacked the King's troops, or have had the perserverance I found in them yesterday."

To the Duke of Northumberland he wrote on August 18, 1775, "My dearest Father: . . . I have enclosed a newspaper containing copies of some letters wrote by some of the principal people at the Congress, wh were intercepted by us. You will perceive from them that

their aim is (what I am convinced it has ever been) Independence."

To that end rose Medford and her Minute Men one hundred and fifty years ago today.

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MEDFORD SQUARE IN THE EARLY DAYS.

The following address by Moses W. Mann of West Medford was delivered before the Medford Rotary Club.

My instructions read thus — "You are to tell of Medford square as it has been." So I will begin with its earliest known time.

Three hundred years ago it was only the home and haunt of native Americans, the Indian red men. Across it lay the trail or beaten path they made in their journeyings and on which our three streets, Main, Salem and High converge. Near that junction was a small pond and a little way up stream the river was fordable. Opposite that ford the hill rose abruptly high with only a narrow passage at its foot along the river's edge.

A former Medford man in writing of his native town said, referring to the eastern and western parts, "Medford was a spectacle town, a bulky red nose stuck up between the glasses." The surface of that nose was dark red gravel but the bones behind it are the darker Medford granite which shows now so plainly up Governors avenue.

The earliest white men to come here were Captain Myles Standish and eight others from the Pilgrim settlement at Plymouth on September 21, 1621, and it was said they liked here so well that they wished they had been settled here. In 1629 came an exploring party overland from Salem, then but just settled, and found established here a company of men who were in the employ of one Matthew Cradock, a wealthy London merchant.

They had erected some log houses for shelter, and were building a small vessel for their fishing. Their work was a business adventure of Cradock's, of which he had several, beside the corporate affairs of the Massachusetts Bay Colony of which he was the president, or governor, as they styled him. And because they did so, do we call our chief magistrate governor. This exploring party found the Mystic valley and ponds, "a country full of stately timber and some Indians called Aberginians," whether because they were aborigines (dwellers from beginning) or not, we may not say.

Several early travellers mention this settlement as "a scattered village with but few houses as yet" and tell of a "park impaled in which cattle were kept till Cradock could stock it with deer."

Such facts are the meagre information we have of the earliest Medford. Remember the country here was then a wilderness, its animal life wild, the former human life barbarous, even savage. And remember, also, that it was not Pilgrim Plymouth or Puritan Boston that sent those first settlers here to occupy this territory and prepare the way for those later residents who became that body politic we call a town.

It was a tract of land four miles along this side the river and about a mile wide, which they occupied. They were called his servants, workmen of various trades, and in 1634 the tract was granted to their employer as his farm or plantation. They gave it the manorial name of Mead-ford or Medford (from his English country seat) and the principal building became known as Meadford house.

Its owner never came over from England and so never saw his New England possession. It, and his business affairs were managed by his agents, Mayhew, Davison and lastly Edward Collins, and who, some years after Cradock's death, purchased the whole farm of the heirs.

Now, as I have told thus of those long ago times and place, have you formed a mental picture of how this neighboring territory we call Medford square looked *then*, and of the few people here located along the banks of the Mystic river?

In those days the place was also called M-i-s-t-i-c-k, from the Indian name of the river *Missi-tuk*, which meant great tidal river. But there was nothing mystical or mysterious about it. It was the Englishman's way of pronouncing the Indian word — and by and by he spelled it M-y-s-t-i-c-k-e, and later, abbreviated into our common Mystic. I trust you have also seen that those early comers of Cradock's venture antedated the Puritan settlers of Charlestown and Boston by one — perhaps two — years. I know our town seal said Medford — Conditia — 1630, but Cradock's men came in 1629 or '28.

But with the coming of Governor Winthrop with King Charles' charter, their squatter sovereignty ceased and all were under the authority of the Great and General Court.

I really wish the first mention of Medford in the authentic records of that Court was of a pleasanter nature to quote, but I remember that the late James Hervey said, "if we are to be historical we must tell the truth."

Under date of September 23, 1630, we read that "one Austin Bratcher, dying lately at Mr. Cradock's plantation, a jury found that the strokes given by Walter Palmer were accounted manslaughter." But two months later, Palmer (who was from Charlestown) was acquitted, not to the satisfaction of everybody, as one Thomas Fox was fined for saying the Court had been bribed. An unpleasant episode — Medford's entrance into the limelight of history.

During the first ten years the fording place was used in crossing the river, unless a boat or raft served, but in 1639 the agent Davison had a bridge built a little way below. It was one hundred and fifty feet long, very narrow, and but little above the marshes that bordered the river. And very soon he found his good work had got him into trouble as his employer's farm was only on this side, and this structure, desirable as it was, was half in the adjoining town of Charlestown. So troubles of various kinds came up, and towns west and north were called upon to assist in its maintenance for nearly a century. Davison must have gotten roiled up some over it for he was up before the Court for swearing an oath, and fined.

In 1640 Captain Edward Johnson and others came up from Charlestown over this new way and bridge and turned about by the little pond and along the varge way, following the old trail across the brook and up another hill and then northwesterly about five miles, and settled Waterfield and Charlestown village. Two years later they organized a church, and were incorporated by the General Court in this terse, brief form "Charlestown Village is called Wooburne."

With this and other going to and fro, our "country roads" may be said to have begun. The Salem path easterly of course was older. The settlement of Woburn is well told by Mr. Evans in his "Seven against the Wilderness."

An interesting incident is told in Governor Win-

throp's diary about one of the earliest mentioned women in Medford. The story reads: "One Dalkin of Medford, with his wife, had been to Cambridge for the Sabbath, and returning found the tide too high at the ford for a safe passage. Dalkin got over but told his better-half to wait for the tide to recede; but she persisted in crossing, and losing her footing was borne along by the current. Dalkin shouted loudly for help and their faithful dog plunged in after his mistress, who, seizing the dog's tail, was safely towed ashore."

Another road was in time developed, first called "the way to Blanchard's." Blanchard was the owner of a house built in 1657, then in Malden, but now by annexation, in Medford, the oldest house in our city. We know it as the Blanchard-Bradbury-Wellington house. Next, this road was Distil-house lane, later Ship street and now Riverside avenue.

In 1754 two portions of Charlestown were annexed, on opposite sides of Medford, extending from top of Winter hill a mile into present Winchester.

To be concluded in December Issue.

AN EARLY VIEW OF MEDFORD SQUARE.

In Vol. XXVI, No. 1, under caption *Views of Medford*, we made special note of its illustrations in the histories by Brooks, also by Usher. In this issue we reproduce an earlier view given our Society by Mr. Edward T. Bigelow, as per this letter: —

PLAINVILLE, MASS., October 7, 1924.

MR. E. T. BIGELOW,
32 Forest St., Medford, Mass.

Dear Mr. Bigelow: —

Yours of the 4th inst. at hand. I am glad you were interested in the picture. I bought this picture from a man in Billerica. It was in with a lot of pictures of various kinds. The man who had these pictures is E. S. Hascom, and he lives in a little cottage on the Lowell Turnpike, about eight or ten miles north of Winchester. His present wife's former husband made the collection many

years ago, and they found them among other antiques in their attic. He knew nothing about them as to where they came from. . . . I am glad to know it is of some interest to the Medford Historical Society. Have you looked on the back of the picture for the names of the buildings, etc?

Yours very truly,

C. A. WHITING.

This shaded drawing is nine by thirteen inches, and the names on its back (from left to right) are George Porter's storehouse, Gibson's, Coburn's and Hervey's stores, town hall, post-office, Winneck, postmaster, First Orthodox meeting-house, Dr. Swan's carriage, town pump, old Turell house. The last is incorrect, as the Turell residence was at Winthrop square. The Turell Tufts house, former home of the two doctors Simon Tufts, was at the corner of Forest street till 1867. The fact that Mr. Winneck was postmaster 1853-9 would place the making of this view of the "old square, Medford," whose written title is reproduced, as between those dates. And now, after the changes of seventy-two years, the Medford post-office is in the same spot. The absence of the brick building east of the Seccomb house raises query as to time of its erection. Note the diminutive structure beyond the town house, and George Porter's storehouse beyond the town house's brick end. We think the artist squeezed the latter on its Main street side but did justice to the "orthodox" steeple.

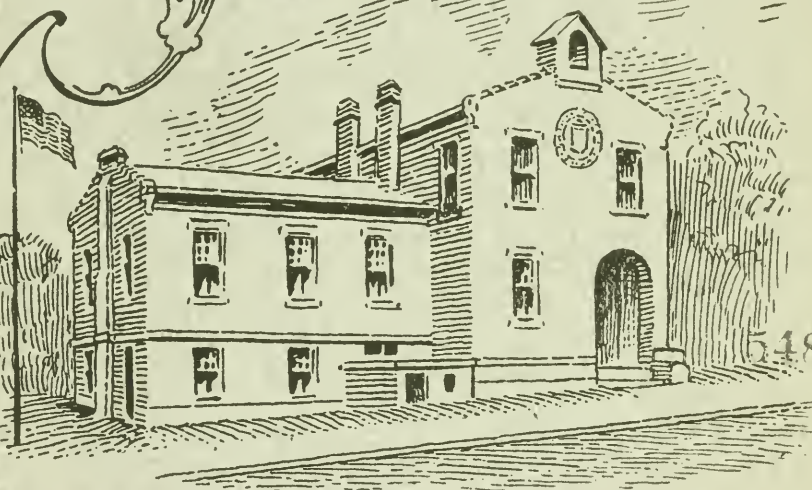
We hope to present in a later issue views of present Medford square, which will supplement that most comprehensive one in Vol. XXVII, p. 64. We commend an examination of that, as also all others published and available in the Historical Society's collection.

Remember that a century ago, when Turell Tufts, Esq., chairman of selectmen, welcomed LaFayette, Medford had no town hall in the market place.

Vol. XXVIII.]

[No. 4.]

HISTORICAL REGISTER



December, 1925

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JOSEPH C. MILLER, JR.

MOSES W. MANN.

HERBERT N. ACKERMAN.

GEORGE G. COLBY.

MELVIN W. PIERCE.

Editor, MOSES W. MANN.

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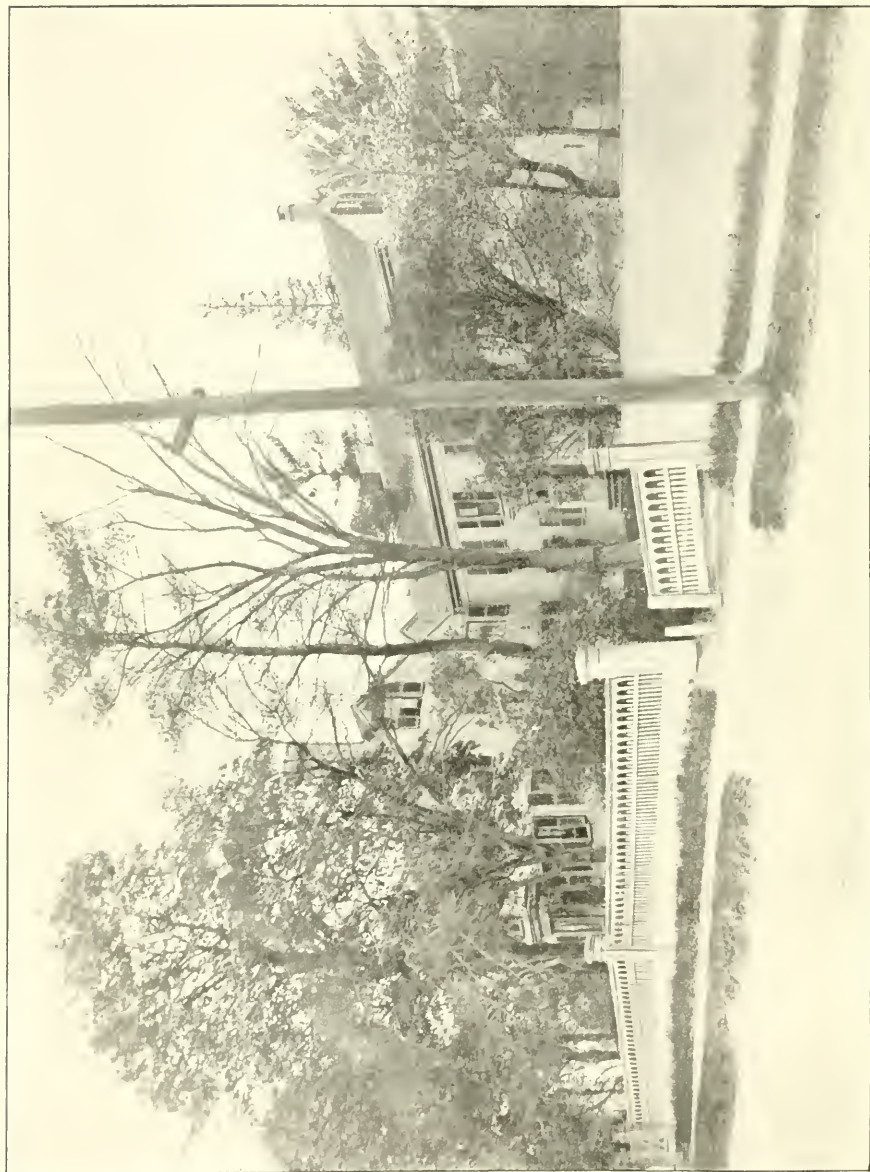
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Father of the Normal School and Historian of Medford
High Street, West Medford

The Medford Historical Register.

VOL. XXVIII.

DECEMBER, 1925.

No. 4.

OLD SHIPS AND SHIP-BUILDING DAYS OF MEDFORD.

CHAPTER VII.

STORMS AND SHIPWRECKS.*

ALTHOUGH almost all of the ships have ultimately passed away by wreck on sea or shore, there remain but few detailed accounts of their tragic end. Usually a brief statement, "sailed" on such a date "and never heard from," or "went ashore on Pratas shoal and all hands lost" is all that tells of their fate. Sometimes, however, there are left more extended accounts. Among them is that of the *California*.† On January 18, 1857, occurred a terrific blizzard accompanied by a driving snowstorm which crippled the railroads. The channel in Boston harbor was kept open by vessels running up and down, as the arrival of the "America" was expected. Ice formed in the inner harbor at Gloucester, and when it started it carried away every vessel with which it came in contact. Among them was the *California*, which was driven completely across Massachusetts bay and cast ashore on Black ledge, near Cohasset.

Often they met mishap and, after injuring themselves or others, they were finally repaired. One of these was the *Columbianna*, built by Paul and J. O. Curtis. She was of six hundred and fifty tons—the largest vessel of that time. She was used in the ice trade, and at the close of 1839 was loading ice at Charlestown.

In "Storms and Shipwrecks in Boston Bay"‡ is the following:—

In December, 1839, there occurred one of the most disastrous storms on this coast up to this time. More than ninety vessels

*The names of Medford-built ships are italicized.

†See Chapter IV.

‡FitzHenry Smith, Jr.

were lost and nearly two hundred dismasted, driven ashore and otherwise injured. The storms occurred at intervals of about a week.

In the third gale, which began December 27th and blew a hurricane until near sunrise of the 28th, the ship *Columbianna* was at Swett's wharf, Charlestown, partly loaded with ice, when she slipped her moorings, probably on account of the height of the tide, and was driven by the wind, bows on, against the old Charlestown bridge. She made a clean breach of the bridge and brought up against the wharf at the Warren bridge, completely demolishing the drawtender's house, although the drawtender and his family, who were in bed at the time, escaped without injury. The ship was in charge of the mate, who, finding that the vessel was adrift, took the wheel and steered her, and she would probably have gone through the Warren bridge had he not luffed her in time.

Loss of property in the three storms was nearly \$1,000,000.

PASSING OF THE *Ringleader*.

The *Ringleader* was one of the fastest of the California clipper ships. Built by Hayden & Cudworth for Howes & Crowell of Boston in 1853, she was used in the California trade while the gold rush lasted. After the gold rush was over, the clipper ships of the extreme type ceased to be built. For a time they were used in the trade with the Orient, in the tea trade to Europe and America. As tea deteriorates very fast at sea, the early American ships, on account of their speed, had the business all to themselves for a time. But the British soon constructed tea clippers which averaged nearly or quite as fast and could be operated at a lower cost. The American merchant vessels had been the pioneers in developing the commerce with various continents in the first part of the century and skimmed the cream of the trade, one after another, from these countries.

So, after the California gold rush was over, the foreign commerce in American ships had noticeably begun to decline, even before the Civil War and the advent of steam navigation, as more profitable investments could be found for capital, and the cost of operation was less

for the foreign shipping. The clippers were often hard pressed to find a cargo. Many of the ships were used in carrying guano and other undesirable trades and they often had to pick up what cargo they could find. The *Ringleader* was one of these. She had sailed from Hong Kong in May, 1863, bound for San Francisco with a load of about five hundred coolies. When a few days out she was caught in a typhoon. The dismay can be imagined when on May 9 the rapidly falling barometer and the ominous hush indicated something terrible was impending. Lifelines had been set up on each side of the deck. All sails had been furled and secured with studding sail tacks and long gaskets. Top-gallant masts and yards had been sent down on deck and the tops cleared. Relieving tackles had been put on the tiller, scuppers cleared, and the pumps ready. Each man wore a belt to secure himself, if necessary, to the most convenient place. It was in every way similar to the experience of the steamship "Nan-Shan," even to her cargo of coolies, so vividly described by Conrad in his story, "Typhoon":

An outburst of unchained fury, a vicious rush of the wind. . . . It was something formidable and swift, like the sudden smashing of a Vial of Wrath. It seemed to explode all around the ship with an overpowering concussion and a rush of great waters, as if an immense dam had been blown up to windward.

She was like a living creature thrown to the rage of the mob, hustled terribly, struck at, borne up, flung down, leaped upon.

The typhoon of this date was an unusually severe one and was followed by a tidal wave.

Nobody,— . . . who caught sight of a white line of foam coming on at such a height that he couldn't believe his eyes,— nobody knew the steepness of that sea and the awful depth of the hollow the hurricane had scooped behind that running wall of water. . . .

She pitched into the hollow straight down as if tumbling from a cliff. . . . Instead of recovering herself she hung head down while the souls of men on board cried aloud to her to rise.

The coolies had been ordered below and the hatches battened down. They clung to every stanchion and wherever a hold could be found, hanging on for dear life. They swarmed on the companion ladder like "bees on a branch." There could not have been places of refuge for such a number, and at times there must have been an inextricable confusion of heads and shoulders, naked soles kicking upwards, fists raised, tumbling backs, legs, pigtailed, faces. . . . With a precipitated sound of trampling and shuffling of bare feet and with guttural cries, the vague mound piled up to port, detached itself from the ship's side, and shifted to starboard, sliding, inert and struggling, to a dull, brutal thump.

The western circumference of the typhoon reached to the mainland and moved with a circular motion, the direction of the wind being from the circumference toward the center, which was near Formosa. Consequently a vessel caught in any part of the storm had almost no chance of escape, and after making a hopeless attempt to weather Formosa, she went ashore.

The Boston Shipping List, August 1, 1863, has this item: "Ship *Ringleader*, of Boston, White, from Hong Kong for San Francisco, was totally lost May 9, on the S. W. end of the Island of Formosa. The crew and passengers were saved. Captain White arrived at S. F. 23 inst. in bark 'E. Banning.'" Also the following: "Aug. 22, 1863. Hong Kong, June 13. The officers and crew of the American ship *Ringleader* have reached Shanghai in safety, with the exception of two seamen who were drowned."

There is an ominous silence concerning the cargo of coolies and the worst can be imagined.

WRECK OF THE *Phantom*.

The *Phantom* was probably the fastest clipper ship built in Medford, with the exception of the *Herald of the Morning*. She was designed for the California service just after the discovery of gold had made the prices of necessities in California very high, and speed was the first

requisite. She had experienced the usual share of disasters at different times in her voyages around the Horn.

This item appears in the Boston Shipping List of February, 1854: "Ship *Phantom* of Boston, Hallet, fr. Callao via Rio Janeiro for N. Y., went ashore morning of the 16th in a snow storm, on Flying Knoll, near Sandy Hook. She had a bad list to leeward."

The following notice is found in the *Boston Courier* of May 26, 1853: "Ship *Phantom*, Hallet, hence to San Francisco, experienced very heavy weather Feb. 27 to Mch. 17. Lost overboard two sailors and carried away head and three feet of the stem below the bowsprit, stove in cabin windows, started 10 channels, and disabled 12 or 15 men by washing them under the spars—the sea making a complete breach over the vessel a greater portion of the time.

"Mar. 24, lat. 29-30 S. lon. 105 W. experienced a hurricane and carried away Swingle & Hunt's patent steering apparatus."

On July 12, 1862, the *Phantom*, under the command of Captain Henry Jackson Sargent, Jr., was wrecked on Pratas shoal in thick, heavy weather. No blame was attached to Captain Sargent, and all hands were saved in the boats, although not all escaped a plundering by Chinese pirates. The *Phantom* carried \$500,000 in specie and this was saved, largely through the resourcefulness of the commander, who received great credit for his courage and judgment.

At this time the China sea was infested with piratical junks and all ships sailing to that part of the world were armed with guns and small arms to repel attacks. With a fair wind and good headway, a large ship had little to fear, as she could run them down like cockle shells, as their armament was rarely of sufficient weight to make any impression on her. But in a calm, or in case of disaster, a fleet of these junks would bear down upon a vessel and overpower her by weight of numbers. The Chinese and Malays have no fear of death, and though

half of them may perish, the rest will continue while there is a chance of success.

The Boston Shipping List of September 20, 1862, has the following:

"Ship *Phantom* of Boston, Sargent, fm. San Francisco (May 30) for Hong Kong was lost July 13, on Pilot reef, Pratas shoal. The third mate and three seamen have arrived at Hong Kong. A British gunboat had gone to rescue the remainder of the crew. The *Phantom* was a good $1\frac{1}{2}$ ship of 1174 tons, built at Medford in 1852, and was owned by D. G. and W. B. Bacon of this city. Further accounts state that the *Phantom* had \$500,000 on board.

"Captain Sargent took the specie in his boat but had not been heard from at last advices."

In the shipping news of November 22, 1862, is the following: "One of the boats containing the second mate and six men, part of the crew of the ship *Phantom*, before reported lost, was picked up by pirates about 30 miles S. of Swatow, and taken inland as captives. Some Hong Kong Chinese merchants, hearing of the capture, ransomed the men for \$20 or \$30. They were taken to Swatow and ar. at Hong Kong Aug. 27."

Later accounts reduced the amount of specie carried by the *Phantom* considerably, according to the following account:—

"Nov. 18, 1862. Ship *Phantom* lost on Pratas rocks, had about \$6,000 in merchandise and \$50,576 in treasure. Upon the cargo about \$5,500 was insured in San Francisco and \$46,000 in eastern and foreign offices."

Her commander, Capt. Henry Jackson Sargent, Jr., belonged to the Gloucester family which has produced many eminent writers and artists. He was twenty-nine years of age at this time and soon after took command of the clipper barque "Emily C. Starr" at Nagasaki, with a cargo of lumber, and she was never heard from.

In the marine news of that time is the following item: "2/7, 63, bark "Emily C. Starr" of Camden, N. J., Sar-

gent, from Nagasaki Oct. 15, had not arrived at Shanghae Nov. 24 and there was little doubt that she had foundered. Ship "Camden" at Shanghae from Puget sound reports having passed a vessel of about 400 tons bottom up, with drift lumber close by, near the Loochoo group, and as the bark was known to have had a large quantity of lumber on board it was believed that this was the wreck of the missing vessel."

—HALL GLEASON.

MEDFORD SQUARE IN THE EARLY DAYS.

The following address by Moses W. Mann of West Medford was delivered before the Medford Rotary Club.

[Continued from September issue.]

I have spoken thus far of the beginning of Medford, not as a town, for it was not; nor was this junction of roads we call Medford square a civic center when the people living here began a town government.

Unlike every other place in the colony, there was no house of worship here till 1696, and no church formed till 1712. Neither was Medford represented in the General Court till 1689, sixty years after its settlement. Its growth had been very slow. The purchasers of its twenty-four hundred and fifty acres were but four. In two generations their numbers were still small, increased by a few newcomers, like Peter Tufts and the Wades and Brookses. Two of their substantial houses remain today. When they built the first public building (note they called it their *meeting-house*), they found their central location, not here by the road-junction and bridge, but a half mile westward, on a great rock beside "Oborn rode." And so in their anomalous position, with no local government, they applied to the General Court to be orientated — otherwise "to know where they were at." And they found out, by getting this brief answer, "Medford hath been and is a peculiar and hath privileges as other towns as to prudentials."

This enactment was a little more verbose than

"Charlestown Village is called Wooburne" or "Sagust is called Linn," and is the nearest approach to incorporation Medford ever had as a town. But mind this: it was not *Medford is a peculiar town* as Mr. Brooks in his history says, but "a peculiar." Our genial city clerk can show you that word peculiar used as a noun in the old record book, which I have myself read, and it is an exact copy of the colony or province record in the Massachusetts archives. Having thus been shown the way, the Medford people got busy about their "prudentials as other towns" and organized a local town government.

The slow years rolled on, population slowly increased, travel over the roads which had taken the place of the Indian trails came through Medford to capital Boston. Taverns were built to accommodate the slow travellers, and three generations more lived here in the Medford of another century, while its civic center moved eastward a little down Ma'am Simonds' hill, rested awhile beside the brook and there built a second meeting-house and a first schoolhouse, and these were succeeded by ones of statelier type still farther eastward.

The old bridge retained much of its early length and primitive simplicity, when one spring midnight there dashed hurriedly over it a lone rider and turned westward and roused Captain Hall—one of the last episodes "of colony days when we were under the king." The people he alarmed turned out bravely, did their part in Revolutionary days and became citizens of a new republic.

The process of building newer and better dwellings has ever been going on and in the early nineteenth century came another street—the Andover turnpike, now Forest street. Around the junction of the five roads it was compactly built, and the locality came to be called the market place or business center. Seven years, a Medford citizen, John Brooks, was governor of Massachusetts—his house was on the Savings Bank site.

There came a change in the religious thought of the

people and the building of another house of worship in 1824. I presume *its* people called it *their* meeting-house and those remaining at the old called that, theirs. When the selectmen called the annual town meeting to be holden there as of old, they were refused its use, and the court sustained the First Parish in its action. So the town found itself without a *meeting*-house and proceeded to build one, *i.e.*, the Town Hall, that served for eighty years. Thus the civic center of Medford migrated to and fro, coming back to very nearly the spot where the first settlement began.

Within our own recent memory a dozen substantial buildings have been removed from this center, and others are going. At the seventy-fifth anniversary of Mystic Church, a speaker alluded to its early days as those of "ox-carts and shirt sleeves." Those were the days of the market place, when a long row of ox-carts loaded with wood and farm truck were ranged along High street, and the clerk of the market was an important personage. At that time it was a survival of former customs.

Ship building had its real beginning in 1802, but distilling was begun long before, and the cracker baking was an important industry. There were several docks, or inlets from the river, where molasses was unloaded to supply the *four* distilleries, which were running on full time. But one of these buildings now remains, the garage on Riverside avenue. Another, long used as the railroad engine house, has just been demolished, making place for the new and imposing (?) passenger station. A large lumber yard, with its old tide mill and wharves, where the lumber schooners unloaded, was in evidence beyond. The mill and pond are no more, and we lose sight of Gravelly brook at Salem street, but it still flows underground to the river. With the building of ships up-stream came the construction of a new bridge with its teetering draw spans, and newer structures close beside the river.

The town hall, built in 1834, was then the most important building. Planned by a noted architect and well built, it served its purpose long and well, passing through the vicissitudes of two fires, one moving and various alterations; and still remains in the memories of the people it served.

Only last week it appeared in print to remind us of days ago. What a kaleidoscopic view would be presented, could we see a sketch of the first log cabin here erected, the old Tufts house and Porter's "Royal Oak Tavern," the Porter House, just demolished, Mrs. Buel's that preceded the town house, the good old town hall and — shall we add, a city hall, or its plaster model — now in storage.

Besides those fires in the town house, Medford square has been several times visited by others more disastrous. Its two old-time sky-scrapers, standing in this spot, and others took their places on both sides of the river, notably the Green grain mill and elevator, now Leahy's building. The railroad station had its fiery trials also, and others await it. Note the views of the town hall and see how much lower the square used to be. In April of '51, time of Minot's Light storm, its trial was by water, the tide so high that boats were used in the square.

During the '60s a horse railroad ran its cars from Winter hill to River street, better known as Dead Man's alley, because it bordered the old graveyard. But in 1874 they ceased to run, and finally the tracks were taken up to await later days and electric power.

Now, Dead Man's alley is to be widened, and with it will go another landmark, the house of Constable Richard Sprague, built in 1730. At the apex of the triangle still stands the three-story brick house, recently vacated and soon to disappear. This is the last vestige of the first comers of the square and marks the apex of land valuation. With the exception of its store windows, there has been practically no change in it during the time since I first saw it fifty-five years ago.

Howard's store has been heightened a story, the railroad building several times repaired, and the passage through Angier's building (next Leahy's), closed. It was there I bought my first ton of coal, and upstairs in the other little building, paid my first Medford tax bill to Captain White, the collector, who bid off the service at lowest rate. The selectmen had a front room in the town house, but the rest of the lower floor was rented for stores, till the police station was placed in the rear end.

George Delano had the coal business, later at Angier's, and was enterprising enough to put in the first Medford telephone, running a wire up the river side to Macy's little store in West Medford, where he took orders. He tried to interest town officers and citizens in it, but with no success. They had no use for the "plaything."

One day Macy told him there was a fire up there and George rushed across Main street to the police station with the message, but it fell on incredulous ears—and there was nothing doing. About a half hour later Cunningham's omnibus came down on its regular trip, and the driver told people of the fire and inquired where the fire department was.

The old Dr. Tufts residence was torn down in 1867, and in 1872 Dr. Weymouth built a substantial wooden building, with Tufts hall on the third floor. This, with the three-story brick Hall house and the modernly called City Hall annex, all gave way eight years ago to the so-called Medford building. This annex is worthy of more than passing notice. It was the home of Thomas Seccomb, built for him about 1750. In later years it was used as a tavern, and David Simpson was the popular landlord in more recent days. There used to be a covered porch in front, with a balcony, where often the Medford band played. After its purchase by General Lawrence, it was used by the city for some of its offices.

Next was the reading room and a dwelling long ago removed and the big spreading horse chestnut tree, and

the home of Governor Brooks. This latter was too large to remove as its purchaser intended, and it was demolished. There was Pasture hill lane, leading to the old Wade house, built in 1680, the Bradlee road of today. Then came the "sociable row" of five Hall family houses, three of which still remain to show us what the old-time construction was.

The fourth (Benjamin Hall's) was later the home of Dr. Swan, and after his death, the property of the town. It was moved to the old Medford turnpike now called Mystic avenue, and very recently rejuvenated into a three-apartment house. Governors avenue has taken its place, and the Richard Hall house, later demolished, giving place to the Telephone Exchange.

I must not wander much farther west, but must note again "the bulky red nose" of Pasture hill, back of the Centre, or old high school. Do you note the deep cut into the hill for the enlargement of that building, then called "Gcg and Magog" or "Siamese Twins," and do any of you men remember the elevation which used to be behind Mr. Colby's, and that long flight of granite steps in it up to Mr. Hall's garden?

All the changes in High street, as far as the Unitarian parsonage, came after 1830, when Thatcher Magoun, Sr., built his famous house, now the Public Library.

On this side of the Armory was the first Grace Church, now a double dwelling, and near to it was the engine house, built when they ran with the machine — the old hand tub. This has been moved and is now the Grand Army hall.

The Orthodox Church, built in 1824, was burned in 1860 and rebuilt on the same site. Do any of you men remember the old presidential campaigns, with their torch-light processions and fireworks? Medford Square had its share in them, and still has a reminder of them heard daily. In 1860 the contest was a four-party one. The Constitutional Union Party's nominees were Bell and Everett. The State committee purchased a bell to

use in their demonstrations, one of which was here in Medford. It chanced to be the same weight and tone as that destroyed in the fire, and at the close of the campaign was purchased and placed in the new church tower on High street. In 1870, the town procured its second clock, also placed there. The bell still has this inscription, "Massachusetts for the Union, the Constitution and the Enforcement of the Laws" which meant then to include the "Fugitive Slave Law." The words "Bell and Everett" have been chipped away. When that church and the Mystic united, both were placed in the new tower on Salem street.

The building was sold to the Roman Catholics and was used for some years by them till the erection of St. Joseph's, farther up the street. In its remodelled form we can find it the store of Page & Curtin.

Medford post office was in various places in this square,—a century ago in Mr. Porter's store, on Main street, the building just recently demolished. Then the stage coach was the public conveyance used.

Henry Richardson (one of the 1818 Club) wrote:

Our railroad was not running then,
The project was not broached,
And those that chose to ride to town
Went in J. Wyman's coach.

In every morn, at 8 A.M.
'Twould stand with open door,
Beneath the willow in the square,
Just by George Porter's store.

The stump of that old willow may be seen in the view of the Porter house.

In 1847 came the Medford branch railroad, then as now, a terminal—now more terminal than ever—good service and much patronized; expected to be continued on to Stoneham, and road bed partly graded thither.

A mention of the square would not be complete if the town pump was omitted. Indeed, the Fire Department

engineers always mentioned it in their report — generally, “The town pump is in working order.” Medford square once had a double acting one, i. e., *two* pumps side by side operated by a swinging lever, and the Medford boy who could work it was some boy.

But in 1870 came the Spot pond water, and soon after, exit the town pump. But in the more recent days, the big iron vase and the stone watering trough that succeeded it have gone too, and the horses that used to use them, likewise gone.

I don't remember ever seeing an ox-team in Medford square, and the farmers and milkmen used to wear a long blue frock, reaching well toward their heels in winter. “Shirt sleeves” was a summer condition. Present costume is abbreviated to short skirts, knickers and bobbed hair of the younger female contingent. Foster's lumber team was three and four horses, tandem, and often one big square mahogany log from Boston was a load for a four-tandem up to the mills at Winchester. I think they called it a string team. At the corner of Forest street was a fine old-style house where there used to be a bakery. The four-story Bigelow building took its place in 1880, the first modernizing change. But before that, the old houses beyond, called “Rotten row,” gave place to the four-apartment block called Doctors' row, so recently refitted by Sinclair and others. The big, three-story house, now beyond Gravelly brook, was moved out to give Mystic Church its place.

Next was Withington's bakery, the home of the Medford Cracker, and that of C. P. Lauriat, the gold beater. Beyond these, except for the Methodist and Baptist meeting-houses, for so they still called them, Salem street was residential for living and dead, for the old burial ground still remains with its rows of tombs under the sidewalks and River street.

In 1880 the old drawbridge disappeared and the two-arch granite bridge was built. Of course, you remember all about the recent changes, its widening and the dam

and lock construction, which says to the ocean tides, "thus far but no farther." Medford square has been an ever-changing place. Slow, very slow, at first, but in recent years how many, and often we wonder, what next.

CHANGES ALONG HIGH STREET.

We have received favorable comment on our recent illustration of the "Old Square" and hope soon to present one of much contrast — of the *new square* of today.

In Vol. XVIII was a description of "High Street in 1870," which noted its residential character and the comparatively little change at the time of writing, in 1915. That article incited a long-absent Medford native to furnish some interesting data (REGISTER, Vol. XVI, p. 47), and the queries he made were answered by Mr. Hooper in Vol. XVIII, No. 2. As a matter of history we note now even *more recent* changes. A dozen or more excellent residences have been erected on "Traincroft," the new avenue between Winthrop square and Powderhouse road, but as yet none on the sites of the Watson or Train houses. The J. W. Tufts residence was a year ago transformed into the Church of Christ, Scientist. The large double dwelling next Winthrop street has in its rear the Pitman Academy, while recently a diminutive structure beside the street houses the "gas booster," — some apparatus of the Gas Light Co.

About ten years ago, and subsequent to the acquiring of the Puffer residence by the Home for the Aged, plans were issued and auction sale advertised of the Puffer estate, intersected by Winthrop and High streets, also by Meetinghouse brook. The lots were restricted to one and two-family dwellings,—the bidding not very spirited and but few sales made, at unsatisfactory prices. The former site of the house was said to be added to the present Home, and seven one-family dwellings were later erected between lower Winthrop street and the brook. The big elm in the sidewalk succumbed to the "ice-storm" which damaged trees everywhere.

At this point was once the civic center of Old Medford. Beside the brook was erected the second meeting-house and first schoolhouse. Here the valley shows little change in three-quarters of a century. Passing over the brook and going up the hill, the "great rock on Osborne rode" is much in evidence; for old High street was the Osborne or Woburn road in the old time when Medford began to be a town. Indeed, the road had to find its way between *two* great rocks or ledges, one of which crowds it closely. On the lesser one stood the first meeting-house, and farther on the newer road to "Mistick Weare" turned to the left, at Brooks' corner, and keeps the name of High for its entire course. At this corner (which now has a marker, "Jerome C. Judkins Square,") stands, beneath three tall sycamores, the house of Jonathan Brooks, an account of which, written by its occupant, Mrs. Alfred Brooks, may be found in the REGISTER, Vol. XV, p. 67. Across the street, at the corner of Hastings lane, is the much older but well preserved house of John Bradshaw, where the first church of Medford was "gathered" in February, 1712. Next beyond was the newer house of Jonathan Brooks. We are presenting this as it was (since 1840) as our frontispiece, especially because of the very recent changes. At this point High street has its "height of land," though the land of this estate rises somewhat higher. On this slightly location Jonathan Brooks built his new home, one of those stately two-story houses with towering chimneys and end walls of brick. Later, it was enlarged in the rear and again by ells on both rear corners, making its extreme length nearly one hundred feet.

During the present year all these have been removed and the house restored to its original design. A new house has been erected between the two, and three others of pleasing design in the old garden.

Beside these, ten years ago, Wolcott street was cut through this estate, northward to Wyman street, and the Washburn and Goodspeed residences built at its corners.

Around on Woburn street four houses have taken the location of the big barn, and still others in the rear of these.

It was to this newer home of his father that Rev. Charles Brooks returned, after his pastorate at Hingham, to make his home with his sister, Miss Lucy Ann, and to go about his work for normal schools. Here he wrote his History of Medford, and spent his last days. Here also was the home of Sarah Warner Brooks (Mrs. Isaac Austin Brooks), the author of various books, one of which, "The Garden with a House Attached," describes the old mansion and its then extensive grounds, now so much transformed. Note in the view the easterly entrance porch, with its two pillars. They were relics of the third meeting-house which (on the site of the present Unitarian church) was taken down in 1839, and according to Mr. Brooks' historical item (p. 494) supported the old meeting-house gallery. We are told that they are still preserved by one of the Brooks family.

A part of this Brooks estate lay on the other side of High street and had at its border the same growth of lilacs which gave the place that distinguishing name. Across this tract Austin street and Wolcott park have been built, and numerous dwellings of one-family type erected. These are of varying styles, from bungalow to those of two-story and stucco walls, and the Dutch Colonial now so much in favor.

On the long-vacant lot next Mystic street are five with white siding and pergolas, with exterior chimneys, and an attractive cottage of brick veneer has just come to the opposite corner. There the transformation has ceased, though we note the removal of two houses erected fifty-five years ago just down Auburn street and the nearly completed junior high school, named for the beloved schoolmaster, Lewis H. Hobbs.

Approaching the railway crossing, we omit any description of its present uninviting appearance, trusting to present it in better showing later.

The acute angle between Harvard avenue and High street has been cut off, and new curbing and sidewalks make for public safety. Across High street, in what was the extreme corner of the Edward Brooks estate, there the Real Estate Trust has erected a substantial store property, in which is a branch of the Medford Trust Co. This (all occupied) extends the business section westward. Two hundred and fifty houses erected in this section, where eighteen years ago were but four families, have necessitated another voting precinct in Ward Six, and in the corner of the railway lot is its polling booth.

It was our intention to present here a view (contemporary to that in our last issue) of Mystic hall and the Smith residence* (the latter burned in 1865) but considering the greater change, are showing Brentwood court, now nearing completion. This is a modern apartment house said to be the last word in modern construction. In 1871 Charles M. Barrett, then of Warren street, erected here his home dwelling, the master builder being Deacon James Pierce of Old Medford. The old granite wall and entrance of the Smith mansion was retained and the house was of two stories with slated French roof (so called) and cupola. Its interior finish was entirely of hardwood, and numerous fireplaces added to all modern conveniences of the time made it one of the best in town. This has succumbed to the wrecking company, and where once lived a family of three, there stands the "Brentwood Court," with its thirty suites of this later day.

During the past year this western end of High street has been in a state of upheaval, as the Metropolitan sewer from Lexington has been laid to connect with that built thirty years ago at Warren street. This is thirty-two inches diameter, of concrete, from Kilgore avenue and Sherman street, where it crosses the old Mystic water works conduit, cutting into its top about

*See REGISTER, Vol. XXVI, *Frontispiece*.

sixteen inches. (See REGISTER Vol. XX, No. 1, for "Disused Subway.") From this point to the river two twenty-two-inch cast-iron pipes, laid side by side, complete its course in High street. There a dwelling has been removed and a filling station located. With exception of a half-dozen stores at the corner of Boston avenue, High street remains residential. During this present year, at end of Jerome street a two-story brick building has taken the long-vacant corner, with four stores and dwellings above. This is in marked contrast to what has been done all through the city in the erection of one-story store accommodations.

ON MARM SIMONDS HILL.

The second meetinghouse of Medford was built two centuries ago. Its story is preserved, with a view, in the REGISTER, Vol. VII, No. 4, by F. H. C. Woolley.

One of its door-stones has for many years laid at the basement "side-door" entrance of 279 High street (site of the *first* meetinghouse), residence of Robert J. Long.

Among notes regarding the meetinghouses, collected by Mr. L. L. Dame, and furnished by Mrs. Ruth (Dame) Coolidge, is the following, which confirms the story we have previously heard:—

CHOCORUA, N. H., July 12, 1898.

. . . I have always understood that the semi-circular stone step at the side door of my house is the original step at entrance of the early "Second Church." Old Mr. Noah Johnson, who knew the locality well, often spoke of it.

[Signed] M. G. HILLMAN.

Mr. Hillman formerly lived at 279 High street. Mr. Johnson's home was backward at end of High street court, now that of Frederic Whitman. In 1870 Mr. Johnson's son-in-law, Milton F. Roberts (recently deceased), erected his dwelling at the corner of High street and court, the only new one between the brook and Woburn street in over a half century.

HERBERT NEWTON ACKERMAN.

Mr. Ackerman was the seventh president of the Medford Historical Society and an interested worker. In the early morning of September 24, 1925, he passed quietly away from us. Born in New Haven, Conn., May 19, 1853, he came in early life with his parents to Medford, his grandfather being one of the old Medford granite workers.

His education was in the Medford schools. He graduated from the High School in 1870, then in one of the adjoining buildings, now the Centre School. He was president of the High School Association, formed soon after, which published the "School History," by Principal Cummings.

After a course in Bryant & Stratton business college he was in the accounting department of the Boston & Lowell R.R., and for thirty-eight years with the American Board of Foreign Missions. His was the particular duty of shipment of supplies to distant missionaries.

He served our city faithfully on its School Board for several years. In his early youth he joined the Trinitarian Church on High street, and in 1872 he became a charter member (perhaps the youngest) of the West Medford Congregational Church, of which his father was one of the first deacons. He was a leader among its young people and later a deacon. He was well qualified to take up the work (previously assigned to former President Brown, so suddenly taken from us) of preparing the REGISTER's history of that church.

During his later years he was connected with the Mystic Church—one of its deacons, *emeritus* at the last, doing some fine historical work at its seventy-fifth anniversary. He was chosen a vice-president of this Society in 1915, and ever after gave of his time and effort to our work. During the five years he thus served, in which were strenuous days and exacting duties (two of the vice-presidents being laid aside by

sickness), your president found him his right-hand man, and during the following five years, in our reversed positions, he was ever striving for our welfare and success.

Appointed upon the city's committee for Patriot's Day he entered heartily into the plans for the coming Revolutionary memorial and was one of the "Minute Men of 1925." That was his latest public work. Illness in May prevented his doing more. In bodily weakness he returned to his daily duties and his persevering zeal kept him at his office till a certain line of work was finished. That duty done he came home to sleep,—his last sleep, which wakes not here. — M. W. M.

THOMAS HENRY NORTON.

On the twelfth of July last occurred the death of Thomas H. Norton. For two years he had been in ill health and the end came peacefully at his farm in Barnet, Vt., where he had spent much of his life after a severe accident he sustained about thirty years ago, and where he was buried.

He was born in Medford on January 7, 1854, the son of John H. and Martha Huffmaster Norton, on the estate which had been his grandfather's, at the corner of High and Allston streets.

His grandfather, Thomas Huffmaster, a Hessian soldier who had been taken prisoner and settled here after the war, met with a tragic end after the great tornado of August 23, 1851. The roof of a house near by was blown over, crushing in the ell of his own, where he sat at the window.

Mr. Norton grew up and followed his father's trade as a carpenter, assisting him in the construction of many buildings, continuing thus until his accident. He then gave up active work, devoting his time to his tenement interests and local affairs. He took an active interest in the Royall house and the Historical Society, of which he was long a member. He gave unostentatiously to

local charities and, though not a member, was a constant attendant at worship at the West Medford Congregational Church.

On December 22, 1880, he married Lilla M. Strobridge of Barnet, Vt., who survives him, as does also a younger brother, Benjamin, who with Thomas were the only two of six children who grew to maturity.

— H. G.

ANNIE ELVIRA DURGIN

For many years an interested member of the Historical Society, a native of Medford, and since 1877 a teacher in the public schools, closed her long and faithful service, and after a wearisome fatal sickness entered into her rest on Saturday, October 17, 1925.

In former issues the REGISTER has presented her memorials of her associates, and now we can do no better, and wish to add the following by her associates at Washington School, as presented in the *Medford Messenger*.—

Hardly a year has gone since Annie E. Durgin was in active service at the Washington School. Now she is called to a higher service to which she has deservedly been promoted. Through all the long weary months of her suffering, her old indomitable spirit had never failed. Her supreme faith in God, her love of life only so long as she could be of service, made her courageously face the inevitable end.

We said that she was a teacher of the "old school." Whether that were true or not, we do know she truly loved her work for itself alone. She had what every true teacher always has, the real missionary spirit. She assumed that the motherless and fatherless were her special interest, and those more fortunate were followed no less closely in ways they most needed. Children and their grandchildren passed through her tender care. She loved them all and they all loved her.

Many were her acts of charity to those less fortunate than she and often did she gladly sacrifice for those she loved. Seldom do we meet in life so thoroughly selfless a person.

It was a privilege for us to have the companionship of so noble a co-worker. We shall miss her earnest inquiries for the work and

its progress, for this child and that. We are better teachers for the inspiration of her life. We are better women for her example. The whole community has benefited because she lived and, like Abou Ben Adhem, her name shall be written among the first, because she loved her fellow men.

THE SOCIETY'S MEETINGS, SEASON OF 1923-24.

OCTOBER 15. Unfavorable weather conditions — dense fog in evening. Mr. Wilson Fiske gave an interesting talk upon "Hudson River," to small attendance of twelve.

NOVEMBER 19. The printed copy of Mr. George E. Davenport's lecture on "Middlesex Fells" having been presented to the Society. Former President Will C. Eddy read the same and illustrated it with slides, some of which were Mr. Davenport's. Twenty-five, including visitors, were present.

DECEMBER 17. Thirty-five were present, including Miss Bell (teacher) and twelve girl scouts. Professor Gilmer of Tufts College gave illustrated talk on John Brown.

JANUARY 7, 1924. An adjourned meeting was held to hear reports on by-laws and nominations, but no action was taken as but eight were present.

JANUARY 21. A very high wind and cold evening, barely a quorum present at annual meeting. Reports were made, amendment to by-laws regarding dues passed and officers elected. Meetings deferred till April.

APRIL. No meeting, for lack of attendance.

MAY 19. Twenty-two present, including visitors. An excellent illustrated talk on "Our Birds."

SEASON OF 1924-25.

OCTOBER 20. Unseasonably cold, but nine present to give their "vacation experiences." President Ackerman told his, in which he felled an oak tree (just over Medford line in Somerville), where thirty-two two-apartment houses have been built. The tree was one hundred and ninety years old. Mr. Mann told of his at the Holton family reunion at Northfield, where he read the historical address on

August 28, quoting a little therefrom. Several others alluded to theirs and a pleasant evening (indoors) was passed.

NOVEMBER 17. Sudden winter conditions, and but five came to our rooms. Rev. Arthur Ackerman was to have spoken but it was thought best to await a better time.

DECEMBER 15. A cold day and evening. Misfortune of fire in barrel of kindling wood — some damage by smoke. But four ventured out to the meeting.

JANUARY 19, 1925. Annual meeting. Various reports made and officers chosen.

JANUARY 26. Seven directors held meeting at Mr. Colby's and appointed committees.

MARCH 16. Mr. Mann spoke of the old British flag, exhibiting the one captured at Lexington. The evening was taken up with consideration of the coming Patriot's Day.

APRIL 20. No meeting was held nor house kept open at this time, owing to the lack of suitable attendants and care.

MAY 18. Owing to illness of the President, who was to make provision, no meeting was held.

The issues of the REGISTER speak for the publication department.

During the year the usual regular accessions have come to the library and quite a number of interesting articles to our collection, including the piano of the late Miss Ellen M. Lane.

The Society has been represented at most of the quarterly gatherings of the Bay State Historical League, which is awaiting an invitation to meet with us and which we are yet unable to extend.

The damage occasioned by the slight fire was covered by insurance, but that respectively done to the exterior and to the windows has caused us much expense, and from this we have no protection or redress. One visitor had his automobile stolen and another was assaulted on a Patriot's Day by some of the disorderly element to whom we cannot open our doors. The storms of winter and weather conditions we must cheerfully endure, but it does seem that the other conditions should not continue longer.

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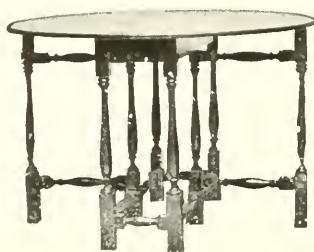
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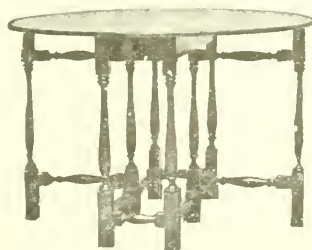
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